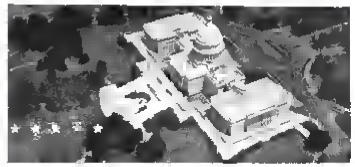
Aviation News

McGRAW-HILL PUBLISHING COMPANY, INC. DEC. 9, 1946

Steerable Parachute: *This parachute, featuring a vent in the panel directly behind the jumper, was invented by Richard H. Hart and has passed initial trials at Wright Field and is now undergoing service testing by the 82nd Airborne Division. The chute keeps the jumper always facing away from the wind, but he can steer it right or left and even turn into the wind to hover for a time over an area.* *(See story on page 9)*

Washington Observer



FACSIMILE WEATHER MAPS—Bureau of the Budget, always economy minded, sometimes in the extreme, is keenly interested in facsimile transmission of weather maps as the answer to standardization of weather information. But airline meteorological experts point to difficulties being encountered by the Army in establishing a facsimile network and say a workable system may be several years distant. Army is unable to obtain needed personnel and equipment, to complete the net, and results of sections in operation are not satisfactory. The airlines will be permitted to use the military's experimental service, once established. Budget Bureau hopes eventually to eliminate duplication in drawing weather maps in every city in the country.

* * *

ENLISTEES WARY OF AIR RESERVE—Neither Army nor Navy is luring enlisted men into the air reserve programs, despite their best efforts. Lieut. Gen. Stratemeyer, Air Defense Command chief, recently observed in an unpublicized speech that the AAF reserve was rapidly becoming a Sunday flying club, without military value unless sufficient non-flying officers and enlisted men were attracted to the program to do the work. Both services have all the pilots they need. AAF has 20,000 and the Navy 6,000, all of whom get weekend flying time at government expense. The Navy needs 20,000 enlisted air specialists, and the Army several times that many.

* * *

NO TAX ON RENTAL PLANES—Important to fixed base operators is the notice sent to Aeronautical Training Society by the Treasury Department clarifying the tax status for aircraft operations. The 15 percent transportation tax is applicable to sightseeing or charter flights, including hops landing at the takeoff field. But it does not apply to fly-yourself plane rentals, or to rental of planes for instruction of student pilots.

* * *

SHOWDOWN ON AIR POLICY LOOMS—A showdown between the Administration and the Republican-controlled Congress over international air policy is in prospect. Its first stage will be a jurisdictional dispute. The GOP is prepared to challenge the executive branch's jurisdiction of international air agreements. Nothing approaching a general GOP attitude toward the "five freedoms" policy itself has developed, but a sampling of GOP senators shows (1) feeling is strong that the discretionary powers now exercised by the White House over international aviation should be curbed, (2) support for the proposal to give Congress final say over bilateral air agreements, which would take the form of treaties subject to two-thirds Senate approval.

* * *

BREWSTER MAY LOSE POST—Maine senators White and Brewster are tiffing. It began when White, in a surprise move, informed Senate colleagues that he would claim chairmanship of the powerful interstate and foreign commerce committee in the new Congress. Because he was lined up to become majority leader of the Senate, White was expected to pass up a committee chair. Brewster and Reed of Kansas would then have been top claimants for the committee post. However, if White remains firm, Brewster—who has been an active member of Senate Commerce Committee on aviation matters—will lose his place entirely on the new committee under the Senate's policy that no two senators from the same state may serve on the same committee.

* * *

NO PUBLIC FUNDS FOR NEW LINES—Chances appear slim that the CAB will grant any certificates to new carriers which are depending on public funds to get started. The word is passing from applicant to applicant, apparently on good authority, that any new carrier has at least two strikes against him in any competition with companies which have sufficient funds of their own to start and continue service. CAB is known to be extremely fearful of contributing to public losses in new company stocks.

* * *

STEAMSHIP SUBSIDIES STILL EXIST—Even during the next few development years, airline executives doubt that they will require the amount of government aid in international operations that was handed out to U. S. shipping. Actually, steamship concerns operating foreign services are still beneficiaries of two types of subsidy from the Maritime Commission: (1) a construction subsidy for all ships built in U. S. yards, meant to counteract lower shipbuilding costs in other countries; (2) an operation subsidy covering such expenses as higher wages which must be met. The former runs from a third to half of the cost of ships, and the operational figure runs about $20,000,000 annually, according to Maritime Commission officials.

* * *

GERMAN TECHNICIANS AVAILABLE—You can expect the War Department to release a number of German and Austrian scientists to private industry, universities and research laboratories soon. Previously, these experts have worked full time on Army projects.

AVIATION NEWS

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News Digest

DOMESTIC

Republic Aircraft has received AAF contract for $25,000,000 for 500 P-84 Thunderjet fighters.

Minneapolis-Honeywell Regulator Co. registered with the SEC 240,300 shares of 3.2 percent convertible preferred stock with $100 par value. Union Securities Corp. is the principal underwriter.

Bureau of Standards organized two new sections to deal with research and development of guided missiles. H. K. Skramstad is chief of guided missiles section of the Division of Mechanics and Sound while B. J. Miller heads the guided missiles electronic section.

Four major airlines began using Los Angeles Air Terminal for a portion of their operations in a move that will eventually eliminate Lockheed Air Terminal at Burbank as the focal point of Los Angeles air traffic.

FINANCIAL

Delta Air Lines reported a net income before taxes of $619,697 for the fiscal year ended June 30. Operating revenues were $7,361,670 and other income $78,654. Federal and state taxes totaled $257,680 leaving a net income of $363,016.

Eastern Airlines reported net earnings of $2,901,577 for nine months ending in September. The earnings are equivalent to $1.21 a share.

FOREIGN

Trans-Canada Airlines will control and operate trans-Atlantic services through a new subsidiary company, Trans-Canada Atlantic Airlines Ltd. Canadian Atlantic service has been operated by TCA for the Government since 1943.

Five-hour service between Moscow and Stockholm began last week under a joint Russo-Swedish operation.

Scandanavian Airlines System began bi-weekly DC-4 service from Stockholm to Rio de Janeiro, and Montevideo. Stops are made at Copenhagen, Paris, Lisbon, Dakar and Natal.

France's first jet plane, the Leduco-10 flew successfully at Toulouse. It was launched in the air from a specially modified transport.

▸ *Strict military secrecy has been clamped on the Menasco plant at Burbank as the company's giant turbojet engine is readied for its initial test-firing.*

▸ Rear Admiral J. W. Reeves, Jr., commander of the Naval Air Transport Service warned officials that efforts to build up adequate military air transport organizations in peacetime are doomed to failure and they can expect another military "grab" of commercial air transports and personnel in event of another war.

▸ *A specially strengthened Lockheed P-80, loaned by AAF to the Navy, has been undergoing extensive tests in carrier landings and catapult take-offs on the USS Franklin D. Roosevelt off the Virginia Capes.*

▸ Douglas officials emphatically deny that they plan to experiment with a DC-6 powered by four Rolls-Royce Nene jet engines next summer. Douglas does have a variety of jet-powered transports in the design stage but none have gotten beyond the drawing board.

▸ *Meanwhile the Douglas five-passenger, pusher propeller, experimental executive transport was being readied for test flights at Santa Monica. It is designed to cruise at 190 mph. and gets its power from two Continental engines geared to a single propeller shaft.*

▸ Prototype test flights of the XB-36 have been successful so far but the Convair crews have had trouble with the unusual nose-high take-off attitude of the world's largest land-based bomber. The cockpit rises to a height of 50 feet before the wheels leave the ground.

▸ *British Government slashed its original order for 79 Avro Tudor II airliners to 50 as a result of the continued delay in delivery for empire air routes. South Africa and Australia have already switched to American transports (DC-4s) because suitable British long range transports are not available.*

▸ Glenn L. Martin engineering and test personnel are enthusiastic over the early performance of the Model 202 on its first three test flights. Second 202 is expected to be ready for flight testing in another week.

▸ *Chinese government has split its trans-Pacific routes to the United States between China National Aviation Corp. which will get the northern route via Japan and Alaska and China Air Transport Corp. which will fly the southern route via the Philippines, Guam and Hawaii.*

▸ Canadair, Ltd., is beginning production of Merlin-powered DC-4s with an order for six from Trans-Canada Airlines and twelve from the RCAF. A pressure cabin version is also planned for TCA.

▸ *CAB decision in the Texas-Oklahoma feederline case may be a death-blow for the numerous uncertificated intrastate operators flying in that area.*

▸ Russia recently bought 20 Rolls-Royce jet engines of an unspecified type.

▸ *G&A Aircraft Co., Inc., of Willow Grove, Pa., has changed its name to the Firestone Aircraft Co. with Roger S. Firestone as president.*

▸ Curtiss electric propellers will be used on Convair's Model 240 and B-36, Lockheed's Constitution, Republic's Rainbow and Boeing's Stratocruiser, B-50 and C-97 transport.

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New Bilateral Pacts Open Orient, Pacific to U. S. Airlines

China, India, Australia and New Zealand reach commercial air agreements for new services.

By MERLIN MICKEL

Bilateral U. S. air agreements with Australia and New Zealand followed closely last week on similar pacts with China and India to clear the way diplomatically for expansion of air transport to and from the Orient and South Pacific.

Biggest obstacle in the way of U. S. round-the-world routes had been lack of arrangements with India and China. The India agreement was consummated before the China Pact, which has been initialed and is to be signed as soon as translation delays have been overcome. The former was signed at New Delhi, the latter at Nanking. Agreements with Australia and New Zealand were approved at Washington.

▸**Conditions Defined** — Defining conditions under which air service will operate between the two countries in each instance, the agreements conform in principle to the precedent-establishing British-U. S. Bermuda agreement. They permit fifth freedom traffic, provide for determination of rates, settlement of differences, etc., and dispose of other general issues. Annexes specify routes.

The agreement with India, McGraw-Hill World News reports, gives U. S. carriers the right to fly the following routes and make traffic stops in India at the places named:

▸Route 1 (Pan American)—U. S. through Central Europe and the Near East to Karachi, Delhi and Calcutta, thence to a point in Burma, a point in Siam, a point in Indo-China and beyond to the U. S.

▸Route 2 (TWA)—a) The U. S. through Western Europe, North Africa and the Near East to Bombay, beyond Bombay to Calcutta, a point in Burma, a point in Indo-China, points in China and Japan and beyond to the U. S. over Pacific routes. b) Ceylon, Singapore and beyond.

Routes may be operated in both directions, though TWA flights from the west temporarily will enter India at Karachi and proceed thence towards Bombay until quarantine facilities at Bombay are available.

Indian airlines have identical rights, so far as the U. S. is concerned, to operate routes to the U. S. to be determined later.

▸**China Pact**—The agreement with China gives the U. S. transit and non-traffic stops in China, plus permission to pickup and discharge international passengers, mail and cargo, at Shanghai, Tientsin and Canton. Chinese airlines may do so at Honolulu, San Francisco and New York.

U. S. carriers, already certificated to fly to China are Northwest, Pan American and TWA. China designated the government-controlled China National Aviation Corp. and Central Air Transport Corp. Northwest will serve Shanghai and Tientsin, and TWA and PAA at Shanghai and Canton.

The route covered by the agreements with Australia and New Zealand, for which Pan American has been certificated, runs from the Pacific coast to Honolulu, Canton Island, and the Fijis, whence the Australian leg will go to New Caledonia and Sydney with an optional extension to Melbourne if that point is designated later. The New Zealand route will branch at the Fiji Islands for Auckland. Both Australian and New Zealand carriers may go on to Vancouver, B. C., from San Francisco if desired. Australia and New Zealand may operate a joint company if they wish, and it is presumed the route will be flown by British Commonwealth Pacific Airlines.

To complete the picture on the routes around the globe, the State Department has yet to effect agreements with Siam and Iraq. The former is expected to present the problem. A two-freedom agreement with Iraq, covering right of transit and non-traffic stops, has been reached and negotiations are

NEW NAVY JET FIGHTER:

Two new views of Chance Vought's new jet-powered Navy fighter, XF6U-1, prospective successor to that company's famous F4U Corsair. One photo shows the wing-tip droppable fuel tanks. The XF6U-1 is powered by a new Westinghouse jet engine and is constructed of Chance Vought's Metalite composition material of aluminum alloy with a balsa wood core. (Navy photos)

continuing for the other freedoms, covering carriage of international passengers.

The Indo-American agreement was the first commercial international air agreement made by India since the war, and reflects Indian government policy of importance in future development of international Indian aviation.

Sir Frederick Tymms, Director General of Civil Aviation in India, could not say when India would begin air service to America. After consolidating internal operations India's first need is extension of external services regionally to the Middle East, Malaya and China. Next step will be service to Europe. America will come later.

The British Government had nothing to do with the Indo-American negotiations.

German Scientists Working for AAF

Noted aeronautical engineers and research experts revealed at Wright Field jobs.

Disclosing for the first time details of the program under which German scientists have been brought to this country to aid in various experimental and development work, the War Department last week stated that there are now 270 German technicians in the U. S. and that this number will be increased to 1,000 as soon as arrangements can be made.

At Wright Field, 86 German and Austrian scientists are cooperating with Air Materiel Command engineers on rocket, supersonic and propulsion work, among other fields, and some other German technicians are assisting in the V-2 experimental program at White Sands, N. Mex.

While both Britain and Russia have many top German engineers, those at Wright Field who may be identified indicate that the AAF has fared well in the division of German brains. Among the foreign scientists at Wright are:

Dr. Alexander Lippisch, designer of the Messerschmitt Me 163 rocket fighter, and a leading authority on flying wings, transonic and supersonic design.

Dr. Rudolph Hermann, who was in charge of German wind tunnel development at Peenemunde and Kochel.

Dr. Theodor W. Zobel, former chief of the high speed aerodynamic section at Brunswick and developer of Schlieren-interferometer which measures airfoil flow.

Fritz Dahlhoff, inventor of the jet-propelled helicopter (AVIATION NEWS, Dec. 2).

Dr. Rudolph Ammann, designer of the BMW-801 engine used in the Focke-Wulf 190 fighter.

Dr. Heinz Schmitt, a chief developer of the Junkers 004 jet engines used in the Me 262 and Arado 234 German jet fighters.

At one of a series of news conferences at Wright Field, Dr. Lippisch stated that he believes it will be about three years before planes will get through the sonic range.

The program on bringing the Germans to this country was begun in Sept., 1945 and all personnel come on a voluntary basis. They are paid up to $3,120 per year, plus $6 daily expense allowance. A limited number have been authorized to bring their families from Germany. The families of others live in a specially constructed development in Germany under U. S. military protection because of the fear of reprisals.

Less than a dozen of the experts have returned to Germany, and more than 20 others whose contracts have expired have voluntarily renewed them. Many are studying English and quite a few have indicated a desire to attain American citizenship.

German V-2 Experts Aid AAF: *Cooperating with AAF at White Sands, N. M., three of the principal German V-2 scientists, 11% of which were brought to U.S., check over rocket engine being readied for test Dec. 5. Atop engine is Dr. Martin Schilling, a major contributor to the instrumentation of the V-2. Wernher von Braun (center), was principal inventor of the rocket, and Dr. Ernest Steinhoff developed V-2 remote control. (Press Association photo)*

Ask New Authority To Solve Air Problems

A town meeting technique and a new technical authority to use it in directing the efforts of eight government and four private agencies concerned with air traffic and weather problems was recommended at Chicago last week to the national air transport engineering meeting of the Society of Automotive Engineers.

It was one of a variety of solutions for old and new problems in aviation engineering offered by a large program of speakers. The suggestion came at one of the last sessions of the three-day meeting, from W. E. Rhoades, chief of Air Transport Association's Air Navigation-Traffic Control division, and George Comstock of Airborne Instrument Laboratory, Inc., Mineola, N. Y.

Rhoades and Comstock see a need for fast action on navigation and traffic control problems, to aid the present navigation and traffic control system to work safely and efficiently, and a search for a long-range solution to the problem.

Since before the war, they said, planes in use have increased 44 percent while passengers have increased 87 percent, yet the flood of solutions that have been offered to accompanying problems have been handled "like an international peace conference instead of an American town meeting where the democratic process produces prompt majority action for the good of the community."

Vandeburg Leaves Aircraft Shows

Clyde Vandeburg has resigned as director of the National Aircraft Shows to join the Crowell-Collier Publishing Co. as a vice-president. His resignation will become effective Jan. 1.

Thomas Beck relinquished presidency of the company to become chairman of the board. Albert E. Winger succeeds him as president.

Eric Freidheim, who succeeded Leon Shloss as public relations director for the National Aircraft Shows has also resigned. He will return to the editorial board of Air Force Magazine.

Other personnel developments are:

United Aircraft Corp.—Eugene E. Wilson, who recently resigned as vice-chairman of the board, was also resigned as a director of the company. Joseph F. McCarthy resigned as finance chairman and director after serving with the company and its predecessors since 1929.

Empire Airlines—Selig Altschul has resigned as vice-president and member of the executive committee. He was formerly chief analyst in the research and analysis division of CAB.

Northrop Aircraft Corp.—R. G. Reed, former factory manager, was elected vice-president in charge of manufacturing.

Thurston & Co.—John P. Thurston, former director of industrial engineering and treasurer of [illegible] has formed a [illegible] of management and [illegible] aviation consultants at 40 Wall St., New York.

Glenn L. Martin Co.—Robert H. Kittner is the new vice-president in charge of plastics and chemicals division. Edwin A. Werzen was named manager of cargo airplanes sales.

Aerojet—William L. Gere, former Marine captain, will be eastern representative with headquarters in Washington.

Solar Aircraft Co.—Harry A. Campbell has resigned as director of research. He was succeeded by Merritt A. Williamson, formerly with the Remington Arms Co. and recently discharged from the Navy.

Altitude Research

Under a Navy contract of $6,500, University of Denver will conduct a research into high altitude physiology, particularly into the efficiency of various kinds of artificial respiration to restore breathing in thin air, and the efficacy of various kinds of respiratory-stimulative drugs.

The University has already experimented with rats, finding that they can live and remain conscious for an average of nearly an hour—one rat lived for more than two and one-half hours—under conditions simulating those at 40,000 feet.

B-29 STORK:

Tailored to carry the supersonic baby XS-1, AAF's specially equipped B-29 rests at Muroc Lake test center between flights during which it carries the 13,069-lb Bell flying laboratory aloft for gliding tests. With B-29's wheel tread of 341.6 in., XS-1 wing span of 336 in. presented neat pickup problem, even with latter plane lowered in a pit. It is believed a 22,000-lb bomb shackle is used to hoist XS-1 into cut out section of the B-29's belly.

Production Progress Report

Month	2, 3, 4-Place Personal Planes	Transports	Military	Total	Value
January	1,172*	55**	94	1,321	$21,368,326
February	1,180*	72**	101	1,353	23,446,078
March	1,919*	100**	135	2,154	29,600,042
April	2,263	18	98	2,409	44,557,353
May	3,001	72	125	3,198	44,024,286
June	3,380	49	60	3,489	32,440,370
July	3,358	30	64	3,452	20,855,834
August	4,656	27	107	4,790	22,403,502
September	4,001	39	139	4,179	36,966,423
October	4,473	27	168	4,668	31,950,573
Totals	29,403	519	1,091	31,013	$307,612,907

*Twin-place planes only.
** Include 3- and 4-place planes.

Backlog on Oct. 31 was $1,146,061,106, covering 40,662 planes, a substantial drop over Sept. 30 figures of $1,152,640,292 for 51,205 planes. Greatest decline was in personal plane backlog, down to 36,987 planes from 47,619 at the end of September.

Employment in complete aircraft plants in October was 161,602 as against 159,848 in September.

(Totals compiled from "Facts for Industry" published by the Census Bureau. Census Bureau figures on military aircraft deliveries differ from those of AAF due to reasons of military security and different periods of computation. Figures given above do not include spare parts, engines, equipment, conversions, or research and development contracts.)

New Type Parachute Is Service Tested

A new type of parachute, with a wedge-shaped vent in the canopy, has been tested by Wright Field engineers and offers promise in effect of a completely controllable and easily steerable parachute. More than 500 of the chutes are being service tested by the 82nd Airborne Division at Fort Bragg, N. C.

Invented by Richard H. Hart, of New Orleans, La., the new chute is the same size, 28 ft., as the standard chute and is composed of the same number of panels, 28. However, the panel directly to the rear of the jumper has been split for about four and one-half feet toward the center. Control lines run from the edge of this split to the right and left rear harness risers.

The rear panels of the canopy, flanking the split, have been shortened 15 inches. The forward panels accordingly act as a sail, keeping the jumper facing away from the wind. Because of this, the

split is always behind the jumper and he can control the direction of his glide by pulling on the right or left riser that is connected to the split. He can even face into the wind, hovering for a time over a given area.

Another important gain achieved by the Hart chute is that, because of the constant escape of air through the vent, oscillation is greatly reduced.

TWA Plans to Triple Common Stock Shares

Plans to triple TWA's common stock authorization as a step towards additional funds were announced by the company last week following its disclosure that net loss for the third quarter was $3,235,591.

Of 1,000,000 shares of common stock presently authorized, 985,929 are outstanding. Action to increase the authorization to 3,000,000 shares will be sought Dec. 23 at a meeting of stockholders. Plans for sale of the additional stock have not been completed. President Jack Frye said the step had been contemplated for some time, since substantial funds were being required for postwar expansion.

▸ **Grounding Blamed**—In blaming grounding of Constellations as the main cause of TWA's third quarter loss, (AVIATION NEWS, Dec. 2), Frye said the 16.8 percent increase in operating expenses over the second quarter was mainly due to forced use of less efficient equipment and cost of Constellation modification, including installation of fuel injection engines. Third quarter operating expenses were $21,890,634.

WHIRLAWAY WHIRLING AWAY:

Formally christened Whirlaway, McDonnell Aircraft Corp's twin-engine helicopter constructed for the Navy recently had its first public showing at Lambert Field, St. Louis. Since previously pictured in AVIATION NEWS, *Sept. 2, the helicopter, designated KHJD-1, has had the rotor outriggers enclosed. (INP photo)*

With a $2,943,327 tax credit under carry-back provisions of the federal income tax law, company loss for the first nine months stood at $4,846,450, equivalent to $4.92 per share. Third quarter loss per share was $3.28, second quarter 12c. Operating revenue of $17,204,474 for the third quarter was 7 percent under $18,506,333 for the second quarter.

A trend toward profitable operations for the last half of the year was reversed by the grounding of the Constellations, Frye said. The pilots' strike, which suspended operations Oct. 21 when they were returning to their level before the July grounding, was described as a "body blow" that would be reflected in fourth quarter.

▸ **TWA Encouraged**—With virtually all of its domestic flights and all international flights now back in operation, TWA has been encouraged by a load factor almost at the pre-strike level. This is especially true of flights from Washington, but all domestic operations that have been resumed are reported "unusually good." On flights over the Atlantic, westbound travel has been good and east-bound fair. When the third quarter closed TWA's fleet included 21 Constellations, 11 DC-4s, five Boeing Stratoliners and 76 DC-3s.

NEW BENDIX FOUR-PLACE 'COPTER:

First picture of the new Model J helicopter now being produced at the Stratford, Conn., plant of Bendix Helicopter, Inc. One of six 4-place machines being made by Bendix for ground and air testing and production planning, Model J has Pratt & Whitney 450-hp. engine installed for the contra-rotating rotor blades.

AVIATION CALENDAR

Dec. 16—International Air Transport Association North Atlantic Traffic Conference, New York.

Dec. 12-15—International Aviation Celebration, El Paso, Texas.

Dec. 16-18—Aviation Distributors and Manufacturers Association Annual Meeting, Edgewater Beach Hotel, Chicago, Ill.

Dec. 17—Anniversary Dinner, Aero Club, Hotel Statler, Washington, D. C.

Dec. 17—Wilbur Wright Memorial Lecture—Dr. Theodore Von Karman. Hotel Statler, Washington, D. C.

Jan. 6-16—Society of Automotive Engineers Annual meeting, Book Cadillac Hotel, Detroit.

Jan. 6-16—Aviation of Tomorrow Exhibit, Miami, Fla.

Jan. 10-11-12—All American Air Maneuvers Miami, Fla.

Jan. 14—IATA Australian Traffic conference.

Jan. 27-30—IAS Annual Meeting, New York.

Feb. 1-8—New York Aviation Show, Grand Central Palace, New York.

Feb. 2-9—Women's Aviation Convention, San Antonio, Tex.

AIA Changes Hinge On Committee Report

Five top aircraft executives wrestle with question of hiring front man for trade association

By ROBERT H. WOOD

Until a special committee submits its recommendations to the membership, the Aircraft Industries Association will continue with its present executive staff and organization.

Since the board of governors' meeting in Williamsburg, Va., several months ago, a West Coast industry group spearheaded by Lamotte T. Cohu, general manager and chairman of Northrop Aircraft Inc., and J. H. Kindelberger, president of North American Aviation, has been urging a retuen to the pre-war practice of hiring a full-time president or "front man."

Williamsburg Committee — A committee was named at Williamsburg to prepare recommendations on the matter, but no report was ready when the board of governors met in Cleveland during the National Aircraft Show.

Despite advance indications, the Cleveland meeting failed to cut the AIA budget, retained the public relations program unchanged, refused to accept the resignation of John E. P. Morgan as executive director, and retained Harry Hotchkiss as legal counsel. Mr. Morgan has consented to stay until future plans are more clearly defined.

A strongly worded telegram from Victor Emanuel threatened resignation of his interests from the AIA if drastic actions of policy were taken at the Cleveland meeting without thorough study of such proposals. J. Carlton Ward, Jr., president of Fairchild Engine & Airplane Corp., made a strong plea that the board refrain from making precipitous organizational and budgetary slashes.

No Time Set—There was no indication last week as to when the special committee would make its recommendations on a paid president, and reorganization of AIA. The group was thought to be in disagreement. Members are Lamotte Cohu, Donald Douglas, Glenn L. Martin, Lawrence Bell, and Victor Emanuel. Mr. Bell was on the West Coast last week.

At the time of the Cleveland meeting, Lieut. Gen. Oliver Echols still was the choice of the several top executives who have been promoting the hiring of a paid president. Last week, however, it became more likely that Gen. Echols would figure prominently in any further investigations which may be made of American Military Government in Germany. Several aircraft executives for some time had pointed out that Gen. Echols would necessarily be involved in any Congressional investigations the Republican Congress may conduct of Government contracts. Echols headed materiel services for the Army Air Forces.

Board Increased—Meanwhile, a special membership meeting Dec. 11, at the AIA offices in Washington will increase the number of board members from 17 to 20. Jack Horner, president of United Aircraft Corp. will replace Eugene Wilson, recently resigned as United vice-chairman and director. E. B. Newell, general manager of Allison Division of General Motors will be added, and a new post of governor-at-large will be created for Mr. Wilson. Any paid president who may be elected will also be a member of the board.

In addition, John Friedlander, president of Aeronca Aircraft Corp., and newly elected chairman of the Personal Aircraft Council, replaces William Piper, president of Piper Aircraft Corp., the outgoing PAC chairman.

If the special committee is not ready with its recommendations at this week's board meeting, it appears likely that a special board session may be called at a later date, perhaps in January.

New Air Group

Experience gained during war years has resulted in the association of a group of Los Angeles aircraft executives to form a new industrial public relations agency, Executive Research, Inc.

Key men in the group are Bert W. Holloway, director, who is manager of publicity and sales promotion for Lockheed Aircraft Corp., and John C. Lee, board chairman, who is president of Menasco Mfg. Co., and Robert D. Speers, president of ERI, who formerly was a motion picture studio publicity director. Holloway and Lee will continue their present positions with Lockheed and Menasco in addition to activities with ERI.

Others associated with the new venture include E. Harden Bishop, former Air Technical Service Command civilian administrative officer for management control; William F. Peters, legal counsel for Menasco, and Raymond F. Law, formerly associated with the Information Division of the Aircraft War Production Council, West Coast.

Reeves Hits CAA

Rear Adm. J. W. Reeves, Jr., commander of Naval Air Transport Service, criticized the Civil Aeronautics Administration last week for failure to safeguard this winter's commercial air operations by borrowing readily available Army and Navy GCA equipment.

He told airline executives at the Los Angeles Advertising Club's first postwar Air Transport Luncheon that the Navy has 20 ground control approach sets in operation and 30 more in "mothballs," that Army has 30 sets operative and 100 in storage, and that CAA could have borrowed them had it wished.

When he offered Navy GCA facilities to CAA Administrator T. P. Wright, Reeves said he was told personnel costs would be too great. The Admiral estimated that CAA could operate the 20 Navy sets for a manpower cost under $450,000 during the winter.

"It's about time," Reeves urged, "that some of you pry CAA off the dime and see if something can't be done about your problems."

He blamed "collapse" of airways communications in the Western Pacific and Alaska for the shutdown of Pan American Airways service west of Honolulu and delay in pushing Alaskan great circle air commerce.

"Weather reporting out there has become marginal if not actually unsafe," he asserted. "The airlines should jar CAA and the armed services out of their lethargy and get something done about it."

Nonsched Air Terminal

U. S. Aviation Corp., Long Beach, Calif., with assistance from Institute of Air Transport, has leased former Greyhound Bus Terminal, 59 W. 36th St., N. Y. C., as of Dec. 1.

New Terminal will be used by contract carrier members of Institute for ticket booths and baggage handling.

British Dominate French Air Show

Outstanding British participation used 30% of space, French display chiefly models.

(McGraw-Hill World News)

Paris—The 17th International Aviation Show, held in Paris from November 15 to December 1 grouped exhibitors from the U.S., France, Great Britain, Czechoslovakia, Holland, Belgium, and Italy, showing many of the latest high-speed aircraft and engines.

Douglas Aircraft, plus one or two other American manufacturers and some airline booths, constituted U. S. representation at the show. The French used most of the space, but their displays were chiefly of models contrasting to British exhibits of actual aircraft, engines and other products.

TWA, AOA, Pan Am, and Pan Air do Brasil all had stands decorated with travel pictures and uniformed stewardesses. What little publicity material was available from all four went like hotcakes, even to Chamber of Commerce brochures extolling the airports of Connecticut, which AOA had shipped along.

This show was the seventeenth in a series that was interrupted by the war, but due to the small number—and character—of foreign displays did not have the international flavor nor importance of prewar exhibitions.

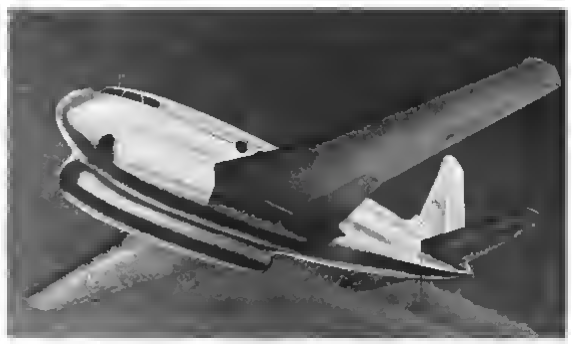
Outstanding was the major British participation in the show. British firms utilizing approximately one-third of the estimated 100,000 sq. ft. of floor space for displays of 46 companies.

Leading off with the Gloster Meteor craft which now holds the world's speed record, the British constructors also had on hand such models as the Fairey Firefly, The Miles Gemini (to be constructed in France as well as in Britain), the Hawker-Siddeley flying wing, the Percival Prentice and Meiganser, and a section of the Avro Tudor, among others. The new British jet engines were present in full force—the Rolls-Royce Nene, the Metro-Vickers, deHavilland's Goblin and Ghost, Armstrong-Siddeley's Python and Mamba, Bristol's gas-turbine.

In the jet field, apart from the British, Nederlandsche Vliegtuigenfabriek Fokker showed a small-scale model of its proposed double-jet transport now under construction. Powered probably by two Nenes, the Fokker transport is planned for a 500 mph cruising speed carrying 17 passengers, crew of three, and 940 lb. of luggage, for a total weight of 25,360 lb. With the full payload and a head wind of 31 mph. it is expected to get a range of 620 miles and have additional tankage for 185 miles. Wing span will be 60 ft. and wing area 484 sq. ft.

The French also showed some jets—their SO-6000, which recently flew for the first time, and the Aeronautics Arsenal's VG-70, which has not yet flown.

Chief peculiarity of the VG-70 lies in the wings, which form an angle of 38° with the fuselage axis,



Fokker Twin-Jet Transport: *Small scale model shown at Paris Air Show indicates appearance of proposed F-26 2-jet transport under construction. Powered by two Rolls-Royce Nenes, the 17-passenger transport is to have 500-mph cruising speed, range of 620 miles against 31-mph head wind and with full payload. Wing span will be 60 ft.*

French Aircraft Show: *General view of some of the aircraft shown at the International Aeronautical Exhibition in Paris which ended last week. Although many of the displays consisted of models, most of the full-scale aircraft were British. U. S. manufacturers took little part in the show, the main exhibit being a model of a Douglas DC-6. (Acme photo.)*

providing an accentuated arrow form, and which are made of wood and supported by two wooden spars going the whole wing length.

The VG-70 will be powered with a Jumo 004 turbo-jet; fuselage will be of duralumin in two sections. The plane has 27 6 ft. wing span, 31 5 ft length, with 160 sq. ft of wing surface, and weighs 6,600 lb.

Among the heavier craft, the most varied assortment of ideas at the show was contained in the VB-10 fighter plane, of which three have been made by the French government's Aeronautics Arsenal and 50 in all are on order for the French Air Force. Since the plane operates with internal combustion engines, it can hardly be called revolutionary from the military viewpoint, but it does have a number of interesting points.

The VB-10, which had about 60 hrs. of flight at the time of the show, is powered by two Hispano-Suiza 12-Z motors placed in tandem, before and aft of the pilot's seat. These give 3,000 hp. at take-off, and 2,700 hp. at normal flying altitude. Top speed clocked at 7,000 meters is 435 mph., and ceiling is 11,000 meters. Flying range with normal loading is reported slightly over 1,000 miles. Only one motor will normally be used in takeoff or flight; but the other, it is stated, can be kept warm and immediately ready for use.

Brazil Buys Beeches

Beech Aircraft Corp. has sold a group of twin-engine D-18S transports and navigational trainers to the Brazilian Government which, with spare parts, constitutes the largest single Beech sale since the end of the war.

British Manufacture 'Flat Six' Engine

A 160-hp., flat six-cylinder engine especially for installations submerged completely in the wing has been designed by Roy Fedden, Ltd., a British firm, and will go into production early next year. Conceived with lightplane pusher types in mind, where the propeller would be driven by an extension shaft, the engine is 14 in. high, 31 in. wide and 34 in. long.

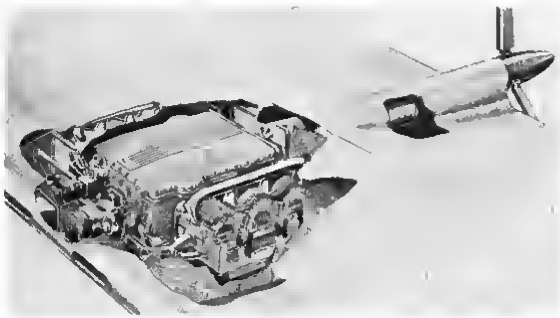
The manufacturer is a newcomer to the British aircraft industry, being founded last year by Sir Roy Fedden, during wartime principal technical adviser to the Minister of Aircraft Production and president of the Royal Aeronautical Society.

An aircooled, horizontally-opposed four-cycle engine, the "Fedden Flat" has a two-piece aluminum crankcase with cylinders of low expansion silicon alloy and sleeves of nickel manganese chromium alloy high expansion steel. Fuel system employs direct injection rather than carburetion.

Fedden is also developing a small turbine propeller engine which will develop 1,350 hp. Direct shaft hp. will be 1,305, with the equivalent of an additional 120 hp. furnished by jet thrust. This engine is being built to meet specifications of the Ministry of Supply and is intended for twin-engine transports, either military or civilian, and for single-engine military reconnaissance planes.

This engine is also designed for twin installation, although only part could be submerged in the leading edge. Diameter is 27 in.

The manufacturer estimates that a medium range transport powered by two of the Fedden propjets would operate at 300 to 350 mph. up to 30,000 ft.



Fedden Flat Six: *New lightplane engine designed by the British firm, Roy Fedden Ltd., is built compact enough to fit into a wing 14 in. thick. It gives 160 hp. for take off, and has a fuel injection system.*

Menasco to Begin Giant Engine Test

Menasco Manufacturing Co. expects shortly to begin testing its mammoth gas turbine engine—reputedly the most powerful yet constructed in this country—according to the company's annual report. Cutting completely loose from its prewar interest in reciprocating engines, Menasco also is working on ram jet propulsion for the AAF.

Only details of the turbine engine furnished by the company are that it will develop "very high thrust (or proportionate horsepower), at low installed weight" and is expected to overcome the problem of high fuel consumption.

AAF contracts for the turbine engine now total $2,402,700, representing 30 percent of Menasco's $8,804,279 backlog as of Sept. 15. The backlog figure was up more than one million dollars over the total at the end of the fiscal year, June 30.

During the fiscal year, Menasco showed a loss of $320,878 on sales of $6,346,862. This was after an allowance of $1,801,000 income and excess profits taxes credit. Working capital, which had slumped during the year from $1,663,909 to $1,313,955, was increased in July to $2,689,556 by issuance of new securities. A large share of this working capital was tied up in claims for tax refunds which will not be paid until this month, and in the company's inventories of $2,076,024.

John C. Lee, Menasco president, stated the outlook for profits in the current fiscal year depended upon an increase of productivity. Encouraging progress in this respect was reported on the company's Electro-Mite portable washing machines, 60,000 of which were delivered in the first eight months of 1948. Menasco has reached its goal, set some time ago, of 10,000 washers a month. It expects sales in 1947 of 200,000.

Menasco is currently producing landing gear for North American's P-82, Lockheed's P-80 and Constitution, Douglas' AD-1, Republic's Rainbow, and Martin's XB-48, 202 and 203.

Lightplane Boost Seen by Continental

The personal plane industry, a $100,000,000 business in 1946, may grow still larger in 1947, a survey of next year's engine requirements of principal manufacturers, by Continental Motors Corp. indicates.

C. J. Reese, Continental president says that the $100,000,000 figure included a retail value of approximately $90,000,000 for the 32,000 personal planes estimated to be produced in 1946, and $10,000,000 as the value of service and replacement parts business and other items. Continental Motors, largest single producer of engines for these planes, expects to make 35,000 four- and six-cylinder engines for them, this year.

Reese's prediction of increased personal plane sales next year was based on a survey made around Oct. 1 among plane manufacturers using Continental engines. If their expectations are only 50 percent realized, Reese said, 1947 personal plane production will exceed that in 1946, although 1946 production is approximately nine times greater than that in any prewar single year.

Predicting more efficient operation in 1947, fewer shortages of materials and parts, and more normal inventories, Reese disclosed that Continental has basic manufacturing facilities capable of turning out more than 75,000 engines for lightplanes a year, with addition of minor special equipment.

He foresees a trend toward more four- and five-place planes in 1947, along with new two-place models of greater utility and customer appeal. And he also expects the industry to make vigorous strides in the next few months toward better merchandising methods, both by factories, and individual distributors and dealers, and place more emphasis on foreign export markets.

Navy Test Site

Revival of Navy interest in a proposed western seaboard guided missiles testing ground is indicated in the award of an $11,500 contract to Leeds, Hill and Jewett, Los Angeles engineering firm, for a preliminary survey of 2000 acres of shore land at Pt. Mugu, just south of Port Hueneme, Cal.

Ercoupe Tow-Bar

Available for immediate delivery at any of Air Associates 7 warehouses, a Tow-Bar for Ercoupes was announced recently by Air Associates, Inc., Bendix Airport, Teterboro, N. J.

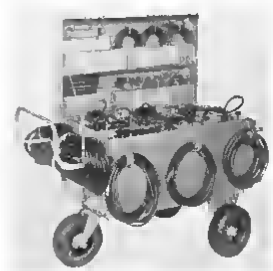
Use of Air Associates Tow-Bar not only enables one person to move an Ercoupe, but is said to eliminate chances of damage to wing skins or control surfaces. Offset end fits readily and snugly into the axle of steering nose wheel, so that ship may be pushed, pulled or turned round at will.

Tow-Bar is of welded steel construction measuring some 50 in. and weighing 3.5 lb. Designed for long service without bending or breaking, it is finished in green enamel. Air Associates list price is $9.90, with a trade discount.

Mobile Test Set

A wartime innovation which increased field testing operations 500 percent, the Red Star portable aircraft instrument field test set has been designed by the Red Star Products Co., in conjunction with Designers for Industry, Inc., both of Cleveland, O.

Unit affords automatic protection to both master instruments and instruments under test by a series of relief valves and calibrated orifices automatically incorporated into tests conducted by it.



An outgrowth of the standard AAF test set, with radical additions and improvements, the Red Star set functionally divides testing operations into smaller groups, permitting 9 separate tests to be run from one carrier. For specialized testing superfluous units can be replaced with more of one type, increasing use of the set.

A self-contained power unit of three small motors permits operation on any lighting circuit. Provision for quick detachable coupings introduces a speed-up method of aircraft instrument testing.

Wire Airplane Tire

Designed to carry loads twice as great as today's standard tire, a wire airplane tire was displayed at the National Aircraft Show by the United States Rubber Co., 1230 6th Ave., New York 20, N. Y.

Use of fine flexible steel wire cord has permitted construction of a smaller airplane tire said to have

a much stronger carcass, therefore a greater carrying capacity. Need for such a tire results from the thinner airfoils of superspeed planes which restrict the amount of space for retracted wheels.

The experimental 6-ply 15.50-20 tire at the aircraft show was designed to carry loads of 20 tons, approximately twice the load carried by the present tire of the same size. A set of four tires of this size probably would permit 80-ton loads, and it is said far greater loads would be possible with larger size wire tires.

Weight of tire shown is 230 lb.; normal air pressure, 250 lb. psi.

Return to Normalcy Seen on Alaska Run

End of shipping strike to cause traffic slump but contract lines are optimistic.

A slump in Alaska-bound airfreight traffic from record peaks reached during the West Coast maritime strike is in prospect for nine or more nonscheduled and contract operators who found a bonanza in the eight-week steamship tieup.

Surface vessels will require a number of weeks to clear up the huge backlog of cargo now at Pacific ports destined for the territory, and airborne traffic will continue to be high during the interim. Nevertheless, the charter airlines are looking to their post-emergency business potential.

Profiteering Cited — Officials of some carriers are concerned over Territorial reaction to airborne cargo in the future in view of profiteering during the strike. Alaska merchants handling airborne items often boosted prices out of proportion to the added cost of air transportation. The result, according to one airline operator, is a "sour taste" in the Alaska consumer's mouth whenever the word "airborne" is mentioned.

Confidence that good business—on a scale considerably below that of the strike-induced boom—will continue between the Pacific Northwest and Alaska remains high, however. There is some feeling that the maritime peace is an uneasy one and that further tieups can be expected.

Moreover, it is widely believed that nonscheduled and charter lines can compete for Seattle-Alaska business on even terms with the certificated operations of Pan American Airways and Northwest Airlines. CAB itself feels this may be true. Consequently, there is some pressure in the Board for regulations prohibiting contract and nonscheduled trips between the States and the Territory by Alaskan carriers.

During the height of the strike emergency, more than 250,000 lb of freight weekly were flown from Seattle to Alaska, according to best estimates. Excluding PAA and Northwest planes, at least 20 DC-3s and DC-4s were operating contract and nonscheduled to the Territory in November.

Carriers Listed — American Airlines' Contract Air Cargo Division, using DC-4s, accounted for a huge slice of the total business. Alaska Airlines flew nearly 125,000 lb of freight northward from Seattle in one week. Other operators included Arnold Air Service, Anchorage; Northern Airlines, Seattle; Reeve Airways, Anchorage; Golden North Airways, Fairbanks; Ray Petersen Flying Service, Anchorage; Cordova Air Service, Inc., Cordova; and Mt. McKinley Air Freight, Inc., Anchorage.

Airfreight rates for the 1,450-mile run between Seattle and Anchorage recently have ranged between 18 and 30 cents a pound, with American Airlines in the low tariff bracket. Principal commodities flown during the strike were meat, fresh fruit, vegetables, butter and eggs; but furniture, rugs, clothing, radios and refrigerators also were carried.

Other industry developments:

Brig. Gen. Lawrence J. Carr has resigned as chief of operations for Trans-Caribbean Airways. Gen. Carr said his action resulted from complete disagreement with policies adopted by other executives of Trans-Caribbean.

Bluegrass Airlines, Bowling Green, Ky., has suspended its intrastate flights during an equipment changeover. Four-passenger Cessnas will be replaced by 24-passenger DC-3s.

American Air Export and Import Co., Miami Springs, Fla., has applied to CAB for a Boston-Quebec route certificate.

Airnews, Inc., San Antonio, will continue its newspaper delivery flights whether or not certificated by CAB in the airfreight case.

Hot Springs Airways, Inc., Hot Springs, Ark., operating four round-trips daily between Hot Springs and Little Rock, has been issued a 90-day temporary operating permit by the Arkansas Public Service Commission.

Universal Airline, Inc., Miami, intends to inaugurate flying boat service to South America early next year, according to Vice President John N. Yandell. Surplus four-engine Boeing

HELICOPTER ON WATER SAMPLING RUN: *Versatility of the helicopter as an industrial aide was demonstrated again during recent experiments by the Western New York Water Co., Buffalo, at its Woodlawn pumping station. A Bell Model 47 is shown landing on the company's sedimentation basin after a trip over Lake Erie, where water samples were obtained in connection with an engineering study. Use of a helicopter enabled the firm to conduct tests in 20 minutes, compared with two hours by boat. Scope of industrial tasks to which helicopters can be put was pointed up last month by Helicopter Air Transport, Inc., Camden, N. J., Airport, in listing some of the organizations and corporations for which charter trips have been flown. Utilizing Sikorsky S-51 equipment, HAT since beginning operations in August has made flights for Macy's Department Store, the Philadelphia Evening Bulletin, the city of Ocean City, N. J.; Garden State Race Track, Radio Station WCAU, Werton Steel Co., Campbell Soup Co., Philco Corp., and Hercules Powder Co.*

314s purchased in August would be used between New York and Buenos Aires via Miami and other intermediate points.

▶**Westland Airlines, Inc.**, San Angelo, Tex., has applied for a CAB certificate to operate between Marfa Tex., and Chihuahua, Mexico. This link would connect with a previously applied-for route between El Paso and San Angelo. Company now owns and operates two DC-3s, according to John W. Rahlfs, vice president.

CAB Compiles Data On NATS Accident

CAB's hearing on the crash of a National Air Transportation Service DC-3 during a snowstorm near Laramie, Wyo., Oct. 17 has failed to disclose evidence of engine or structural failure prior to the accident.

Testimony showed that the plane made several passes at the Laramie field in an attempt to land just prior to the mishap, which occurred shortly before 1 a.m. and resulted in the death of all aboard (10 passengers and three crew). CAA officials said the ceiling lowered rapidly and visibility decreased fast as the plane approached Laramie, with conditions worsening steadily during the half hour the pilot was trying to land.

From a 3,000-ft. ceiling and 40-mile visibility at 11:30 p.m., weather deteriorated to a 500-ft. ceiling and four miles visibility as the plane reached Laramie (prior to 12:30 a.m.) and to a 200-ft. ceiling, one-quarter mile visibility with heavy snow at the time of the accident just before 1 a.m. The plane, eastbound from its Oakland, Cal., base, hit the ground on level terrain one mile northwest of Laramie airport.

CAB safety officials probed the possibility that the NATS pilot had not received timely and adequate weather reports from Laramie. The plane had sufficient fuel aboard to proceed to Sheridan, Wyo., 245 miles away, where the weather was clear. It was questionable, however, whether the plane crew had been informed of Sheridan's conditions in time to change plans and land at that point.

NATS officials said the company had started nonscheduled and charter transcontinental service with two DC-3s on Apr. 26, 1946, and that a third DC-3 was purchased in August. From Apr. 26 to Oct. 17, the day of the crash, NATS flew 16,424,560 cargo pound miles, 2,923,540 passenger miles and 290,400 revenue plane miles.

Waterman Charter Flight Scheduled for South Africa

Seas Shipping Co., which operates a fleet of cargo vessels between New York and South Africa, has chartered a Waterman Airlines DC-4 for a flight from La-Guardia Field to Johannesburg next month. The plane is to leave New York Dec. 12, arriving at Johannesburg Dec. 15 after stops at Trinidad, Natal, Ascension Island and Walvis Bay, Southwest Africa. A return flight will depart Dec. 18.

Officials of the steamship firm state that the movement and development of U. S. commerce with South Africa is being hampered seriously by the inability of manufacturers' representatives to obtain either surface or air transportation between the two points.

Other charter flights to South Africa will be made if the transportation shortage continues. Seas Shipping Co. was denied a New York-Johannesburg air route in CAB's South Atlantic decision, which designated Pan American Airways to operate the service on that route.

Transair Invests In Cuban Carrier

Interests associated with Transair, Inc., New York charter carrier, have made a substantial investment in Expreso Aero Interamericano and have sold the Cuban line planes and other equipment required for large-scale expansion of its intra-island and international operations.

W. Deering Howe and Hugh McL. Fenwick, president and vice-president, respectively, of Transair, head the group which has purchased 175,000 shares of Expreso common stock and, at the same time, has transferred to it four DC-3s, plus replacement parts, in exchange for $350,000 in five-year 4 percent convertible notes. The planes will be used on Expreso's Havana-Miami run and in the extension of its routes to Caribbean points and Mexico City.

The Howe-Fenwick group, which will take over Expreso's management following resignation of incumbent officials, also has indicated its intention to acquire the 52 percent interest of Pan American Airways in Compañia Cubana de Aviacion, the competing Cuban airline, before expiration of Expreso's option on Jan. 25. Expreso will file applications both in the U. S. and Canada for certification of a Havana-Miami-New York-Montreal route.

AIRFREIGHT HEARING RECESS:
With exhibits piled on the table before them, participants in the airfreight hearing at Fort Worth are shown in an off-the-record discussion during a brief recess. Seated are CAB Examiners William F. Cusick (left) and R. Vernon Radcliffe. Standing left to right are—L. Walker Boggs, president of Lone Star Air Cargo Lines; John Stewart, president of Air Dispatch, Inc., (freight forwarder); Arlie J. Ullrich, Jr., executive vice-president of Lone Star; and W. E. Miller, Slick Airways attorney. The airfreight hearing was shifted to Washington last week, and sessions are expected to continue until Christmas.

* *

Airline Dividends Are Casualty of Post-war Finance Problems

American ends six-year record of consecutive dividend payments on common stock; Pan American now has longest string of payments stretching back to 1941.

American Airlines' unbroken six-year record of consecutive dividend payments on its common stock came to an end recently when the company passed its usual dividend disbursement for 1946. This occasioned considerable surprise in financial circles as at least a token payment was anticipated in view of American's consistent earnings record.

During 1940, the company paid $1.00 per share on the old $10 par common stock. The following year and thru 1943, $1.50 per share on the old stock was paid annually. This was increased to the equivalent of $2.00 per share annually on the old shares for 1944 and 1945.

The 1946 dividend omission was attributed to declining earnings in a statement issued by C. R. Smith. For the nine months ended Sept. 30, 1946, the company showed a net loss of $370,839 or 5 cents a share on the present common stock. This compared with a net profit of $4,059,844, equivalent to 63 cents a share on the existing common stock for the nine months ended Sept. 30, 1945.

▶**$80,000,000 Issue**—Upon the issuance of $60 million in debentures and preferred stock in June, 1948, American created senior securities requiring annual service charges of $2,600,000 which must be paid before any disbursements can be made on the common stock.

The dividend payments on American's new preferred stock, however, have been maintained since the issuance of these new shares. Dividends on this stock are cumulative. If any dividend payment is omitted it must be made good out of subsequent earnings before the common stock can participate. With the preferred selling around $60 per share (compared to an original offering price of 102), a yield of 5.8 percent is afforded with annual payment of $3.50 per share on this preferred stock.

Pan American Airways now moves up to first place with the longest string of unbroken dividend payments among the air carriers. In 1941, the company paid $1.00 per share on its old common stock. The same amount was paid annually through 1944. During the last two years, 25 cents per share on the present stock, equivalent to 50 cents on the old shares, have been paid annually. This six-year chain of consecutive dividend payments could have been extended to eleven years—back to 1936—if the company had maintained disbursements during 1939 and 1940. During 1936, Pan American paid the equivalent of 40 cents per share on its present stock, and this represented the first cash disbursement to stockholders. Payments were continued in 1937 and 1938 but omitted in the following two years.

▶**Delta Consistent**—Another consistent dividend payer among the air carriers is Delta Air Lines, Inc. This company has a consecutive chain of payments starting in 1942, when the equivalent of 33 1/3 cents per share on the present common stock, was paid. The same amount was paid in the two subsequent years. The equivalent of 50 cents per share on the present stock was disbursed each year for 1945 and 1946. Delta, however, made its first cash payment to stockholders in 1938 and continued regularly thru 1940. Were it not for the omitted payment during 1941, Delta would now have a nine-year unbroken series of payments.

▶**Table Shows Paucity**—The accompanying table illustrates the paucity of cash dividend payments to airline stockholders. All American Aviation, American Overseas, Colonial, Mid-Continent National, and Northeast have yet to pay their first cash dividend. TWA and Western must go back to 1936 for their first cash disbursement to stockholders—in both instances 25 cents per share.

Until such time as earnings improve and the need for further expansion stabilizes, any material increase from the present low level of cash dividends to be paid by the airlines appears unlikely. If and when earnings do return in substantial measure it is probable that the companies will not follow previous practices of retaining the bulk of such profits. Under apparent current U. S. Treasury Department policy corporations are being encouraged to pay at least 70 perrent of their net earnings in the form of cash dividends in order to avoid additional taxation.

CASH DIVIDEND RECORD
U. S. CERTIFICATED AIR CARRIERS—DOMESTIC AND FOREIGN
(Paid Per Common Share)

Carrier	1946*	1945	1944	1943	1942	1941
All American	nil	nil	nil	nil	nil	nil
American	nil	$0.20	$0.20	$0.15	$0.15	$0.15
American Overseas	nil	nil	nil	nil	nil	nil
Braniff	$0.45	-.60	.60	.15	nil	nil
Chic & So.	nil	.25	.25	.62	.50	nil
Colonial	nil	nil	nil	nil	nil	nil
Continental	.15	.15	.15	nil	nil	nil
Delta	.50	.50	.33⅓	.33⅓	.33⅓	nil
Eastern	.50	.25	nil	nil	nil	nil
Mid-Continent	nil	nil	nil	nil	nil	nil
National	nil	nil	nil	nil	nil	nil
Northeast	nil	nil	nil	nil	nil	nil
Northwest	.50	.50	.50	.50	nil	nil
Pan American	.25	.25	.50	.50	.50	.50
PCA	nil	.25	nil	nil	nil	nil
TWA	nil	nil	nil	nil	nil	nil
United	.50	.50	.50	.50	nil	nil
Western	nil	nil	nil	nil	nil	nil

NOTES:
All payments adjusted to reflect stock split-ups and stock dividends.
***Paid or estimated to be paid during 1946**

Growing Trend to Executive Planes Cited by Distributor

Tax laws permit company-owned planes to be depreciated at about 20% a year; Beech regional dealer gears organization to stress sales to corporations.

By ALEXANDER McSURELY

A growing trend toward business corporation ownership of airplanes for executive transportation indicates that the executive transport is rapidly becoming an indispensable adjunct of American business, and may soon take its place in utility alongside company-owned automobiles, and complex business machines in the more progressive business operations.

Sidney Nesbitt, president of Atlantic Aviation Corp., Teterboro, N. J. Air Terminal, regional distributor for Beech airplanes is keying his sales and service organization at his main base, and at his three subordinate operations at Wilmington, Baltimore and Boston, primarily for business plane users. Since the twin-engine Beech 18s are probably more widely used for executive travel than any other single airplane (unless it be the surplus twin-engine Cessnas) and since the new four-place Beech Bonanza 35 is also aimed primarily at the executive market, this is a quite logical plan of action.

▸ **Corporation Market** — Nesbitt points out that there are still "many thousands of corporations who could own airplanes but who are hesitant" because of cost objections, or objections from families of some of the executives who would fly, or prejudice on the part of the executives themselves.

"One little woman," Nesbitt says, "can often queer the sale of an airplane to a large corporation. The executive himself can be sold by emphasizing insurance statistics which prove that it is no more risky to go by air in a properly equipped and operated twin-engine airplane than by any other form of transportation."

The cost aspect is becoming less and less of an objection however, because present tax laws permit a company-owned airplane to be depreciated like any other piece of company equipment. And the cost of operation, which is still high, can also be charged off as a legitimate business expense.

▸ **20% Depreciation**—"A corporation taxpayer who buys a new airplane may depreciate the airplane, engines and accessory equipment at a rate averaging about 20% a year, so that in five years' time the airplane is completely written off. Normal and surtaxes will be reduced by the depreciation deduction, which on a $65,000 airplane will approximate $6,175 savings in normal and surtax per year," the Beech distributor states.

At Nesbitt's main Teterboro base he has a large modern hangar shop and executive offices. Facilities include a reception room and conference room open to the use of business men who may fly in for a hurried session at the airport.

Besides his Beech franchise, Nesbitt is a Bendix Aircraft Radio master dealer, and distributor for U. S. tires and Switlik parachutes. He has mechanics trained in Beech and Bendix factory methods on his staff although he is also equipped for maintenance and overhaul work on other planes and radio equipment. His distributor territory includes southern New York, New Jersey, and the New England States.

His facilities include a large stockroom of aircraft parts and accessories, a radio bench testing room, an electrically insulated screen room, a machine shop for metal work and welding, and a station wagon to provide ground transportation between Teterboro and downtown New York.

Atlantic Base: *As many as 11 twin-engine Beechcrafts can be accommodated in the new modern hangar of Atlantic Aviation Corp., at Teterboro (N. J.) Air Terminal. Hangar occupies 19,200 sq. ft. of ground space, has an exterior of Robertson protected metal.*

Lounge at Teterboro: *Luxurious reception room and pilot's lounge at the base operated by Atlantic Aviation Corp., at Teterboro (N. J.) Air Terminal is styled from sound-proofing on ceiling to inlaid floor covering for the taste of business executives who are the operation's best customers. Receptionist handles flight information and messages for passengers and pilots. Friends and relatives of passengers are welcomed. A courtesy station wagon takes plane users to downtown New York.*

AERONCA SALES MEETING:
Lee Smith, executive vice-president, Aeronca Aircraft Corp., center, was a key figure at the recent Aeronca Distributors convention, at Cleveland. Others shown, left to right: V. C. Baltz, Aeronca director of manufacturing, Alfred B. Bennett, Metropolitan New York distributor, R. U. Surbeck, vice-president, Aviquipo, Inc., handling Aeronca foreign sales, and R. L. Davidson, Aeronca general sales manager.

Piper and Aeronca Hit 1,000 Plane Mark

October shipments of the two leading lightplane producers, Piper and Aeronca, both topped the 1,000-plane mark, the first time any personal aircraft manufacturer has accomplished this feat, the Aircraft Industries Association disclosed last week. The 13 major manufacturers reporting showed a total of 4,552 shipments, the highest production level yet reached by the industry.

Realistic leveling off and elimination of duplicating orders, the Association said, were causes of a drop in the unfilled orders reported by 10 of the 13 companies, which make reports on this, from 33,901 orders to 25,365 orders.

Piper shipped 1,105 planes with a value of $2,012,000 as against 727, with a $1,301,000 value in September. Aeronca shipped 1,006 planes with a $1,649,000 value in October, as against 675 with a $1,601,000 value in September. Piper listed 11,106 unfilled orders with $23,535,000 value, while Aeronca listed 3,658 unfilled orders with $6,810,000 value.

The October peaks reached by Piper and Aeronca and the industry as a whole are probably the high point of 1946 production which is expected to show a seasonal decline for November, December and the early months of 1947.

Increases in shipments over the previous month, were also shown by: Cessna, 638 planes valued at $1,485,000, Engineering & Research Corp. (Ercoupe), 565 planes valued at $1,462,000, Taylorcraft, 405 planes with value not listed, Stinson, 206 planes valued at $824,000, Bellanca, 76 planes valued at $380,000, Republic, 50 planes valued at $167,000, and North American, 25 planes valued at $139,000.

Companies showing decreases in shipments were: Beech, 21 planes with $1,303,000 value as against 31 planes with $1,976,000 value in September; Globe, 161 planes with $635,000 value as against 208 planes with $600,000 value in September, Luscombe, 163 planes with $460,000 value as against 342 planes with $637,000 value in September, Texas Engineering & Manufacturing Co., (making Fairchild F-24s and Globe Swifts) 111 planes valued at $336,000 as against 166 planes valued at $525,000 in September.

Safety Awards to 17 Airports in Northeast

Certificates of good operating practice have been awarded to 17 airports in northeastern states, by the Air Safety Division of the National Aeronautic Association.

The awards are the first of a series to be granted to airports which are conforming to standards of safety and service set by the division, on recommendation of its advisory council, headed by Jerome Lederer, NAA vice-president for Air Safety. It is planned to complete the series of awards to airports throughout the United States by Dec. 16.

The northeast airports receiving the first awards include: Brainard Field, Connecticut Aviation Corp., Hartford, Conn.; Rentschler Airport, East Hartford, Conn.; Municipal Airport, Northeast Aviation Co., Portland, Me.; Plainfield (Conn.) Airport; Bridgeport (Conn.) Airport; Auburn-Lewiston (Me.) Airport; Aviation Country Club, Country Club Flying Service, Hicksville, L. I.; Hylan Airport, Henrietta, N. Y.; Chemung Co. Airport, Horseheads, N. Y.; Rochester (N. Y.) Airport; Lake Susquehanna Airport, Aviation Schools & Service, Inc., Blairstown, N. J.; Martins Creek Airport, Inc., Belvidere, N. J.; Country Club Airport, Beacon Flying Service, Inc., Clarence, N. Y.; Carpet City Airport, Amsterdam Flying Service, Amsterdam, N. Y.; Seneca Falls (N. Y.) Airport; Buffalo Airpark, Gardenville, N. Y.; and Springville (N. Y.) Airport.

New Stinson Pricetags

Pricetags of $5,645 and $5,745 were placed on the four-place 1947 Stinson Voyager 150 and the Stinson Flying Station Wagon, last month at the National Aircraft Show, at Cleveland. Both prices are flyaway from the Stinson Factory Airport, Wayne, Mich. The two planes are basically the same, but the Flying Station Wagon has additional utility as a light cargo carrier, because of removable seats which make it possible to carry a pilot and 600 lb. cargo, or a pilot, passenger and 500 lb. Conversion from 4-place passenger plane to cargo carrier takes less than five minutes. The new prices were announced by William H. Klenke.

sales manager, Stinson Division, Consolidated-Vultee Aircraft Corp., at a Cleveland meeting of Stinson dealers and distributors

Airport, Franchises Sold at Fond du Lac

Sale of the Fond du Lac (Wis.) airport and the distributor franchises for Aeronca and Globe Swift airplanes in Wisconsin and upper Michigan, to Aviation Industries, Inc., Milwaukee, has been made by Anderson Air Activities, Milwaukee, for $60,000 including inventory and equipment at the airport.

Myles H. Johns and Frank X. Rowell, partners in Aviation Industries, Inc., have operated Milwaukee's north side Brown Deer airport since April 1946, and are conducting a GI flight training program there. They plan to conduct a similar GI program at Fond du Lac. Their new distributor franchises include a network of 30 Aeronca and nine Globe dealers in the two states, and they will also hold the Fond du Lac dealership for the Republic Seabee amphibian and Beech Bonanza.

Other expansion projects of Aviation Industries, Inc., include bids for operation of Maitland Airstrip in downtown Milwaukee now up for re-leasing and for operation of the new Class IV Rock County airport between Janesville and Beloit, Wis. Aviation Industries also has asked authorization to operate commuter service between Chicago's proposed Northerly Isle lakefront airstrip and the Maitland strip, and to operate helicopter airmail shuttle service between General Mitchell Field Milwaukee, outlying postal substations and the main postoffice or the airstrip, three blocks from the postoffice.

Anderson Air Activities, largest fixed base operation in the state, operated by Merritt E. Anderson, will continue at General Mitchell Field, Milwaukee, with its Ercoupe Beech and Republic distributorships.

Aeronca Closes Dayton Plant in Economy Move

Aeronca Aircraft Corp. last week closed its No. 2 assembly plant at Dayton Municipal Airport Vandalia, Ohio, and centralized manufacturing at the main Middletown, Ohio, plant. The lease on two former modification center hangars at the Dayton airport continues until 1948, and they may be used again for production if needed. Meanwhile Aeronca will continue to use the rail spur at the Dayton airport for rail shipments of planes, flown from Middleton.

Quartet to Get Airport Awards

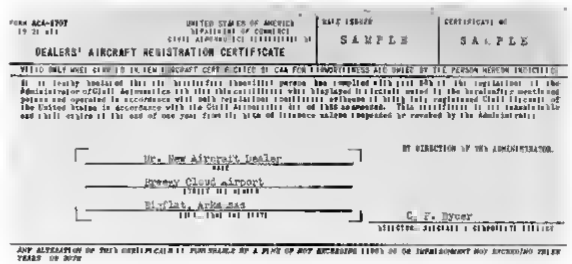
Shank, Kritser, Law and Langstaff are trophy winners in special categories.

Winners of the Haire airport awards for 1946 for outstanding contributions in development of landing facilities are Robert F. Shank, Indianapolis, Ind.; Shelby Kritser, Amarillo, Texas; Hervey F. Law, Washington, D. C., and Douglas O. Langstaff, New Orleans, La., the National Aeronautic Association announced today.

The winners, each in a special category, will receive plaques donated by Andrew J. Haire next week at the Chicago convention of the Aviation Distributors and Manufacturers Association.

RECEIVE BENDIX PORTRAITS:

Top executives of 11 personal plane companies, received original portraits which first appeared in the "Bendix Radio Sketchbook of Personal Aviation," at a recent ceremony at the National Aircraft Show, Cleveland. Left to right: Richard S. Boutelle, vice-president, Fairchild Engine & Airplane Corp.; Gordon Sleeper, personal plane sales manager, representing Republic Aviation Corp. President Alfred Marchev; John Friedlander, president Aeronca Aircraft Corp.; C. Francis Arcier, vice-president, Waco Aircraft Co.; William A. Mara, Bendix Aviation Corp. staff executive, and George Myrick, Bendix Radio personal aviation sales manager, who together made the presentation, William T. Piper, president, Piper Aircraft Corp., Roger W. Kahn, representing LeRoy Grumman, president, Grumman Aircraft & Engineering Corp.; Fred E. Weick, vice-president, Engineering & Research Corp.; Leopold H. P. Klotz, president, Luscombe Airplane Corp.; Derby Frye, assistant sales manager, representing Dwane L. Wallace, president, Cessna Aircraft Co.; James C. Welsch, now New York Cessna distributor, formerly sales manager, Stinson division, Consolidated-Vultee Aircraft Corp., and Walter H. Beech, president, Beech Aircraft Corp.



DEALERS' AIRCRAFT REGISTRATION CERTIFICATE

SAMPLE

SAMPLE

Mr. New Aircraft Dealer

Breezy Cloud Airport

Blissful, Ark.

C. F. Dyser

CAA DEALER'S TAG:

Reproduced here is a sample of the new CAA simplified "Dealer's tag" which may be used interchangeably on new planes until they are purchased.

Langstaff at Moisant—Langstaff, manager of Moisant International Airport, was selected in the International airline terminal category, Law, manager of Washington National Airport, in the domestic trunk terminal category. While those awards were presumed to be based primarily on good management, the naming of Kritser and Shank recognize a particular kind of initiative and pioneering.

Kritser manages Tradewinds Airport which was selected in the category of fields serving nonscheduled flying only. Located 10 minutes away from the center of Amarillo, it represents an investment of $250,000, all private capital. It has two 400 ft. by 3,000 ft. turf landing strips. A sprinkler system was built into the field while it was being constructed so that the grass is always fresh.

Kritser's field has one main hangar with a lean-to housing aircraft supplies and equipment. In addition, it has 40 individual hangars arranged in four banks of 10 units each. A like number will be added.

Space Leased—Tradewinds Airport has all necessary services from fueling to repair. Kritser leases space to services on a straight rental basis, but his arrangement with aircraft dealers on the field calls for a royalty of one percent on sales.

Shank, owner of Shank Airport, three miles from Indianapolis, won the award in the category of close-in airparks. A veteran pilot who learned to fly before the first World War, Shank has put into his airport arrangement all the concomitants he believes a private pilot desires: proximity to city and residence, and complete service and repair facilities.

A sod, all-direction field, Shank Airport covers 260 acres with 100 acres additional available for expansion. Included in the 260 acres are homesites 100 ft. by 300 ft., bordering the field. Eight of these have already been sold. Homes will be constructed facing a main thoroughfare. At the back of the lot, and adjoining the airport, will be the owner's individual hangar.

Shank has a 28-plane hangar on the field, sales room and service shop. Gulf Oil is installing fueling facilities. Shank leases all space on either a straight rental, or on a percentage of sales basis. The only business he operates himself is the leasing of space in the hangar.

Beckwith Havens Heads Embry-Riddle Sales

Appointment of Beckwith Havens, a flyer since 1911, as sales director of Embry-Riddle Co. of Miami and New York, has been announced. Havens will supervise the Florida firm's distribution and sales of the North American Navion. He recently completed a tour of duty with the Navy as lieutenant commander, and is a veteran of naval aviation in World War I. He began as an airplane salesman in New York for Glenn Curtiss in 1910, and soloed in a Curtiss pusher the following year. He held several records of early "first flights" and was a member of the first Curtiss exhibition flying team. In later years prior to World War II, he was Fairchild distributor at Roosevelt Field, L. I. He resides in New York and commutes to Florida several times monthly.

Regional Plan

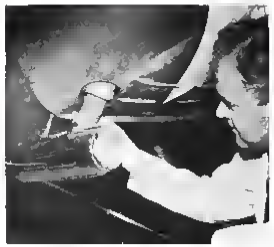
Regional Plan Association for New York-New Jersey-Connecticut, last week announced recommendations for locations eight new secondary transport airports, and 72 local fields. Secondary fields would be located at Woodbridge, Springfield, Bloomfield, and Dover, N. J., Yonkers, Eastchester Creek, the Bronx, and near Spring Valley, Rockland County, N. Y. and Norton Heights, Darien, Conn. Of the local fields New Jersey would get 37, New York, 26, and Connecticut, 9.

Paul Windels, president of the association, said he was renewing recommendation for a unified regional airport system under a tri-State Agency, which might operate some of the larger airports, and advise CAA in allocation of federal airport funds. A previous report had asked for three or four major airports, and eight supplementary-major airports in the area. The report predicted need for facilities for 20,000 private planes in the area within 10 years.

Seabee Price $6,000

Factors influencing Republic Aviation Corp. to hike the price of the four place 215 hp. Seabee amphibian to $6,000 from the previous price tag of $4,495, were partly increased costs, and partly changes and addition of equipment. The raise was the second for the Seabee, which originally was $3,995.

More than 80 "important engineering changes" have been made to improve the plane's quality, utility and performance, the company reports. The new price includes as standard equipment the controllable and reversible pitch Hartzell propeller, and full cross country flight instrumentation. This is in line with trend toward inclusion of more complete equipment with plane at list price, already noted on several other planes, notably the high-performanre four-place Beech Bonanza which sells for still higher prire, $7,345, including full equipment. Material tooling and equipment cost increases up to 50 percent, and delays from failure to receive tools and dies, were cited.



JET THRUST MUFFLER: *New improved Davis lightplane engine silencer, offers another solution to lightplane noise problem, is designed to provide jet thrust sufficient to offset any drag. The 65 hp model, weighing 2½ lb. is shown installed on Taylorcraft, with C. L. Davis, head of Davis Aircraft Silencer Co., Compton (Calif.), Airport. Silencer already has CAA approval. Davis claims his patented design has completely eliminated back pressure found in many mufflers. Although principle has been tested successfully with much more powerful engines, production currently will be confined to low-horsepower type silencers. Prices and distribution plans are to be announced. (Schmidt photo)*

Southwest Airmotive To Handle Hamilton

Southwest Airmotive Co., Love Field, Dallas, Texas, has been appointed a distributor for Hamilton Standard Propeller Division, United Aircraft Corp., providing full propeller repair and overhaul service, and stocking a full inventory of Hamilton Standard parts and accessories for distribution to plane owners and operators in the southwest.

SAC, also, recently leased from the city of Dallas, 21 acres of concrete aircraft parking area at Love Field, including 6½ acres near the SAC sales building, and 14½ acres at the field's southwest end. Incoming planes of all sizes pay a $1 parking and tiedown charge and are met at the parking area by gas truck, line service crew, and courtesy car.

The company, one of the largest fixed base operators in its section, recently added to its equipment a two-place Cessna 120 plane for sales trips, a baggage cart and aircraft cleaning wagon built in its own shops, a new station wagon and a coupe for customer service. On order is more than $25,000 worth of new machine tools and another plane for sales department use.

Construction is to start about Jan. 1 on a large new hangar, while a new employees' lounge and restaurant on the second floor of the propeller shop is under construction.

Briefing *For Dealers and Distributors*

More Sales Effort—Aircraft dealers, distributors and their organizations currently are making a greater sales effort than the airplane business has ever known. Tossed from a rosy-hued world of ten buyers for every airplane, into the cold grey reality of a buyers' market, the real businessmen among the dealers, are now really working at the selling job. As a result crowded plane inventories on many fields are diminishing. Manufacturers' production cutbacks are reflected in lessening shipments, and the best merchandisers are beginning to feel on solid ground again.

Weishaar Comment—Wayne Weishaar, secretary of Aeronautical Training Society, says the distributors with extensive dealer organizations are, as a general rule, in better shape from a plane inventory standpoint (i.e. they have moved more planes) than the distributors who relied on merchandising from a few distributor-owned bases at large cities. Wayne, who is in a spot to finger the pulse of the bigger operators better than anyone we know, says a benefit which could develop out of the slump may be reasonable compensation for each man in the distribution chain, even the distributor, who has been getting a cut so small, in many cases that he takes on the work of his own dealer, to provide additional margin of profit. Industry opinion, as reflected in ATS and elsewhere, is strong for eventual complete separation of distributor and dealer functions, which would be possible only when the distributor was making a reasonable margin.

New Sales Approach—Elaborate plans for selling the flyers who visit New York on the use of his Donovan-Hughes Airport on Staten Island by a "personal service" approach have been disclosed by Richard Gans, president of the Richmond Flying Service, operator of the field. Gans expects to run a free seaplane taxi from his airport to downtown East River seaplane anchorages at Wall and 23rd Sts. next spring, making the trip in 15 minutes. Until he can start the seaplane shuttler trips transportation will be provided between the field and downtown Manhattan by station wagon and jeep. Other personal services projected include a downtown New York office with secretary and phone available for the airport's fly-in visitors and a hotel and theater ticket reservation service. Immediate servicing of each plane when it arrives is stressed at the field. Gans hopes to make the Staten Island field No. 1 in a chain of Richmond Flying Service airports scattered over the country, all as nearly identical in appearance as possible with similar runway layouts, buildings, landscaping, etc. so that the flyer in the air can identify any of the chain immediately as an RFS field.

Equal Opportunity—The small businessman in the small town, is given an equal opportunity in the field of transportation with his colleagues in the big city for the first time by use of the small executive plane (4-5 passenger single-engine type). It's a sales argument that the small town airplane dealers shouldn't forget, and we're sure Jack Gaty, Beech vice-president and general manager, from whom we received it, won't mind if we pass it on. "The air ocean," says Gaty, "is probably more accessible to the man in the little town than the man in the big town because small town business places are not so far from their airports." In the past, all facilities of travel naturally gravitated to the large cities where the principal market lay, while the little towns had neither adequate railroads nor highways. The Beech Bonanza, and other planes of its general type, are likely to be the "Great Equalizers" for business transportation all over the world, as Westerners once called the Colt Six-Shooter the "Great Equalizer," because it made the little man as powerful as the big one in a fight. —Alexander McSurely

★ ★

CAB Decision Expands Feeder Network to 11,728 Miles

4,032 route miles added in Texas, Oklahoma and Kansas; Central Airlines of Oklahoma City and Aviation Enterprises, Inc., of Houston are certificated.

By CHARLES L. ADAMS

The nation's fast-expanding feeder network grew to 11,728 route miles and ten carriers during the past fortnight when CAB authorized additional local services aggregating 4,032 miles in Texas, Oklahoma and Kansas.

In deciding the fifth of 11 area route cases, the Board certificated two new operators, Central Airlines, Inc., Oklahoma City, and Aviation Enterprises, Inc., Houston, Tex., for three years. At the same time, Pioneer Air Lines' existing feeder system was more than doubled, Mid-Continent was certificated for three years between Tulsa and Houston, and American and Chicago & Southern were given new intermediate points.

▸**Mare Mileage** — Feeder route mileage granted Central, Aviation Enterprises and Pioneer in the Texas-Oklahoma case considerably exceeded local service authorizations in the Rocky Mountain, Florida, West Coast and New England proceedings, all of which have been decided since March. A decision in the sixth area proceeding is due "very shortly," according to CAB Vice Chairman Oswald Ryan.

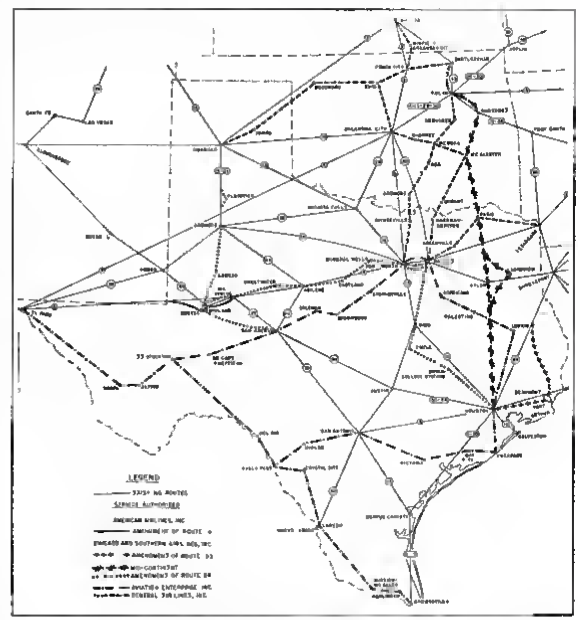
The Board's Texas-Oklahoma decision, signed by Chairman James M. Landis and Members Harllee Branch and Josh Lee, was accompanied by a concurring and dissenting opinion by Member Clarence M. Young, who cautioned against establishment of too many local services at this time.

Young emphasized the present objective should be certification of a limited experimental network which may serve as a guide for future expansion. "We are not justified in filling all the vacuums which may now exist until we have some assurances that (local) service can find a permanent place in an economically sound and commercially self-sufficient national air network," Young declared.

▸**Young Dissents**—There is reason to doubt, the Board member continued, that some of the local systems which have been certificated are large enough to form the basis for operations which will effectively meet the needs of the public with expectation of economic success. Four of the ten feeders now authorized (Orlando, West Coast, Empire and Wiggins) have less than 1,000 route miles.

Young suggested that in order to have a fair test of the potentialities of local and feeder services CAB should certificate somewhat larger individual systems and fewer operators in the remaining six area decisions.

By certificating Aviation Enterprises for 1,906 route miles in central and south Texas, CAB set up the nation's largest feeder operation. The Houston company's routes exceed by nearly 300 miles the Rocky Mountain system of



New Texas-Oklahoma Feeder Routes: *CAB's fifth area route case decision since March of this year has resulted in certification of two new feederlines and important extensions of the present systems of Mid-Continent Airlines and Pioneer Airlines. Map shows Central Airlines' new operation in north Texas, Oklahoma and Kansas (AM 81); Aviation Enterprise's new system in central and South Texas (AM 82); Mid-Continent's extension from Tulsa to Houston (AM 80); and Pioneer's AM 64 extensions between Dallas and Midland-Odessa, Tex., and between Houston and Dallas. American's new AM 4 intermediate point, Midland-Odessa, and Chicago and Southern's new AM 53 intermediate point, Beaumont-Port Arthur, Tex., also are shown.*

Summit Airways, previously the largest line

Routes Listed—Routes granted Aviation Enterprises include Houston-Dallas, Houston-San Antonio, San Antonio-El Paso, Brownsville-Eagle Pass, and Dallas-Fort Stockton. Formerly a partnership engaged in pilot training, charter, maintenance and sales activity, the company is now headed by R. E. McKaughn, president; J. M. West, first vice-president; L. D. McKaughn, second vice-president; and James V. Allred, third vice-president.

Central was certificated for 1,275 route miles between Oklahoma City and Wichita, Kans.; Amarillo and Tulsa, Oklahoma City and Dallas, Dallas and Tulsa, and Dallas and Texarkana. The company began charter and intrastate operations in Oklahoma in June, 1944, soon after incorporation.

Pioneer Adds Mileage—Pioneer (formerly Essair) was granted 851 additional route miles, bringing its AM 64 total to 1,534 miles. Extensions between Houston and Dallas and between Dallas and Midland-Odessa, Tex., were authorized.

In a separate decision, CAB extended Pioneer's certificate to Nov. 14, 1949, and permitted the carrier to institute shuttle operations between any two points on its route, provided no nonstop service is maintained between points not consecutively named on its certificate. Aviation Enterprises and Central also will have shuttle privileges.

American was given a new AM 4 intermediate stop at Midland-Odessa and Chicago & Southern a new AM 53 intermediate point at Beaumont-Port Arthur, Tex.

Southwest Solves Landing Fee Problem

Feeder line pays airports two percent of revenues generated in area instead of fixed fee.

A major headache of the nation's expanding feeder air transport industry—airport landing charges—may be alleviated appreciably by the pioneering of California's Southwest Airways Co.

The company's inauguration of service (AVIATION NEWS, Dec. 2) between Los Angeles and San Francisco, a route which will be extended early in 1947 to Medford, Ore., was attended by a system-wide uniformity of airport fees.

Southwest thus far has been able to "sell" airport operators on adoption of a landing charge of two percent of the passenger, freight and express revenues generated in the airport area for the feeder company.

Rate in Effect—Agreements between the carrier and the airports it serves do not consider passengers departing from a given point under a roundtrip ticket sold elsewhere as chargeable against computation of company revenue generated at that point.

The two percent agreement has been effected at Los Angeles, San Francisco, Ventura, Santa Barbara, San Luis Obispo, Sacramento, and half a dozen other airports served in the initial operation. Negotiations are on with seven other California fields and Medford.

Offer Accepted—The two percent offer was made and Doolin carried to the San Francisco Public Utilities Commission, the city's rate fixing agency, a proposal to accept it for Southwest under a special rate category for feeder airline.

San Francisco's favorable decision gave Southwest a valuable lever in subsequent negotiations. Letters went to operating agencies for other airports explaining the arrangement and suggesting local application. Conferences followed, successful in each case.

John H. Connelly, president of the feeder line, feels that its solution to the fee problem leads the way for similar carriers, but one aspect may bring repercussions. Southwest has joined Air Transport Association. And ATA has adopted a standard airport lease agreement that no airport charges shall be made on a basis more favorable to one carrier than another.

Southwest Timesavers: *Here are two devices that enabled Southwest Airways to reduce time on airport stops to 3½ to 4 min. on a proving run flight over its Los Angeles-San Francisco route. Flop-down door-step shown at left is first of its kind ever installed in a DC-3. Covered chain, here a handrail, folds by side of door when closed and locked for flight. Through doorway (right) may be seen baggage racks for passengers, who handle their own hand luggage. Also, after cabin baggage compartment has been modified for stowage of all express and mail which may be handled between terminals. Cabin ceiling has five loudspeakers for radio programs or pilot's use.*

ACL Will Shun Cargo Rate War

Airborne Cargo Lines has refused to participate in cargo rate wars and intends to pursue the same policy in the future even if it means continued poor utilization of equipment, J. E. Rogers, president, testified at CAB's airfreight hearing last week.

Tariffs quoted by Airborne (now based at Millville, N. J.) have been on a parity with those offered by United Air Lines during recent months, Rogers declared.

"We are," he said, "building our airfreight line along solid business principles, anticipating that the shipping public will be willing to pay a fair rate for a competent service."

"Up to the present, Rogers continued, Airborne has not flown sufficient ton miles to show a profit due to difficulties in securing return loads. The problem is being overcome by setting up representation in each city being served. The company has refused to transport passengers even though revenue was lost, Rogers said, adding that freight and passenger operations are essentially foreign to each other.

First applicant to present its case after the airfreight hearing shifted from Fort Worth to Washington, Airborne proposed using C-47s now on hand to fly 7,630,590 revenue ton miles between New York and St. Louis during its first year of certificated operation. Seven planes would be used, including two in reserve.

Airborne flew 252,000 ton miles between Apr. 15, when operations began, and Nov. 30. The carrier's rates currently range upward from 17.3 cents a ton mile.

Post Office Backs All American Plea

The Post Office Department has recommended to CAB that the Board more than double All American Aviation's mileage and permit that carrier to provide passenger service as well as the mail pickup for which it is so widely known.

Signed by Gael Sullivan, Second Assistant Postmaster General, the letter proposed extensive amendments to All American's certificates, covering points applied for by the operator in three area cases on which hearings were completed before the letter was written—Southeastern, Great Lakes and Middle Atlantic. The first of these has been argued and submitted to the Board for decision. The second is awaiting oral argument, an examiner's report having been issued. The third is ready for examiner's report.

Follows Survey—The Department's recommendations followed a Postal survey of All American's operations and need for additional airmail service in the area it serves. The Department told the Board that needs of the Postal Service require extensions of AM 49 and certain new routes for which the carrier has applied. There followed the recommendation that All American be given full opportunity to develop non-mail revenues as a means of reducing cost of the mail service through authorization of passenger service where required by public convenience and necessity.

Favorable Board action would give All American a system extending east and west between New York and Cincinnati and Cleveland, Ohio, and north and south between Buffalo, N. Y., and Roanoke, Va., and Washington, D. C. Estimates are that the increase, if granted, would boost the carrier's route mileage from 1,524 to 3,751, and daily scheduled mileage from 6,096 to 15,004.

Proposed Routes—In the Southeastern area, the Department proposed a Cincinnati-Roanoke route, covering 24 intermediate points in eastern Kentucky, southern West Virginia and western Virginia mountainous regions, connecting with All American's present system at Cincinnati and at Huntington and Charleston, W. Va.

Pittsburgh-Cleveland and Pittsburgh-Cincinnati routes were recommended in the Great Lakes area, the former via 11 intermediate points and the latter via Columbus and 23 other intermediate points mostly in southeastern Ohio.

In the Middle Atlantic area, the suggestion was made that Jamestown-Buffalo be designated an extension of Route 49-D. This extension would give direct air service to four additional Western New York points.

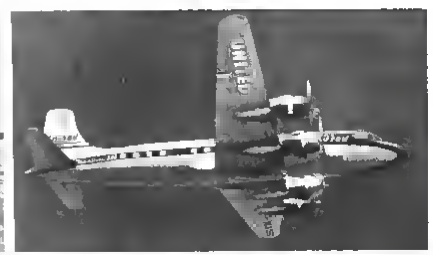
A Williamsport-New York extension of All American's 49-E, the survey showed, would provide trunk connections now unavailable at Williamsport and give service to 34 more cities poorly served by ground transportation. The Department also proposed for the Middle Atlantic area a Philadelphia-New York route via 32 intermediate points in eastern and southern New Jersey, a Philadelphia-Washington route via the Del-Mar-Va peninsula, and a Pittsburgh-Washington route via eight intermediate points.

AA Uses Jato

The St. Joseph, radar equipped DC-4 on American Airlines' Contract Air Cargo Division, made the first jet-assisted commercial takeoff at Mexico City last week with ten tons of bananas bound nonstop for New York City.

The four Jato units under the wings were ignited after the plane had attained a speed of 105 mph on the runway, 5,000 ft. from its starting point. The plane was airborne at 6000 ft. Jato, made by Aerojet Engineering Corp. of Azusa, Calif., added 1,500 hp. to the regular 5,800 maximum.

Mexico City's Central Airport is at an altitude of 7,300 ft., and tests were made for two days before the final takeoff. Amerikan described the flight, which was to pass over New Orleans, Atlanta and Washington and travel 2,090 mi., as carrying the heaviest 2,000 mi. commercial cargo in aviation history.



DC-6 MAKES AIRLINE DEBUT: *The new Douglas DC-6, two views of which are shown above, made its first public appearance recently when deliveries started to American and United Airlines. Pending testing, the planes will bear restricted NX licenses. They are to be ready early next year* (AVIATION NEWS, Dec. 2).

Colombia-U.S. Service To Begin in December

Avianca (Aerovias Nacionales de Colombia) plans to inaugurate regular DC-4 service between Colombia and the U. S. this month, according to Martin del Corral, president of the Pan American Airways affiliate.

Trips will originate at Bogota, the Colombian capital, and fly nonstop from Barranquilla to Miami in about five hours Avianca, which operates 7,000 route miles in Colombia, has four DC-4s on hand and expects two more shortly.

Other new services:

▸ **Scandinavian Airlines System** — Planned to start scheduled passanger and cargo service from Scandinavia to South America via Africa early this month with DC-4s. The bi-weekly flights will run from Stockholm to Rio de Janeiro and Montevideo via Copenhagen, Paris, Lisbon, Dakar and Natal.

▸ **United Air Lines**—Has been forced to postpone for six months its San Francisco-Honolulu flights originally scheduled to begin in December. H. B. Renwick, UAL Honolulu representative, said that because of veterans preference in the purchase of surplus aircraft his company has been unable to buy surplus DC-4s it planned to use pending delivery of DC-6s.

▸ **Pan American**—On Dec. 15 hopes to inaugurate DC-4 service from Houston, Tex., to points in Mexico, Guatemala and Panama.

▸ **Braniff**—Has started Dallas-Chicago nonstop service with 46 passengar DC-4s.

▸ **Eastern**—Has increased flights to Florida and other southern areas for the winter season.

▸ **PCA**—Has inaugurated daily scheduled all-cargo flights between New York and Chicago via intermediate points with C-47s.

Western Air Lines Plans Refinancing

Refinancing of Western Air Lines through sale of new treasury stock through the New York investment banking firm of Dillon-Read may be announced momentarily.

There is strong possibility that William A. Coulter, WAL president, may sell all or part of his personally held 250,000 shares, currently 46 percent of 525,000 shares outstanding. It is reasonable to assume that should Coulter elect to dispose of his holdings he will resign the post he has held since 1940.

Western has filed with the Securities and Exchange Commission a registration statement declaring its intention to market up to 1,200,000 shares, including Coulter's. Negotiations with Dillon-Read developed when a previous equipment financing loan negotiated by Coulter with Tradesmen's National Bank of Philadelphia failed to materialize.

The contemplated issue will provide the corporation with new equity capital to cover new plane orders totally valued at $5,000,000 and divided between Douglas and Consolidated Vultee.

To a large degree Coulter's sale of personal WAL stock will hinge on the quantity of new treasury stock to be issued. Should this amount to 600,000 shares, a figure discussed but not yet determined, Coulter's individual strength would be cut sharply from present ownership of 46 percent of outstanding shares to approximately 20%.

Asks Separate Feeders

Feeder airlines should be operated by companies entirely separate from those maintaining trunk lines, C. R. Smith, chairman of the board of American Airlines, said in a St. Louis interview recently.

CAB ACTION

The Civil Aeronautics Board

- Dismissed applications of Southwestern Freight Lines (Docket 867), Knowles Vans, Inc., (Docket 952), All States Freight, Inc., (Docket 973), Arthur A. Fogarty (Docket 1544) and Riddle Aviation Co. (Docket 2416) from airfreight case (Docket 910 et al.) at applicants' request.
- Dismissed applications of New York-Los Angeles Airways (Docket 1149), Skyway Transportation, Inc., (Docket 1409), Delsea Airlines (Docket 1563, Keith B. Van Zanole (Docket 1572), Minute Men Air Freight (Docket 2186) and National Air Cargo Corp. (Docket 2417) from same proceeding for want of prosecution.
- Consolidated 89 dockets filed by 40 companies in freight forwarder case (Docket 681 et al.).
- Permitted Eastern Air Lines to inaugurate nonstop service between Newark and Providence, R. I., on AM 6 and 6, and authorized Northwest to inaugurate nonstop service between Minneapolis and Detroit and between St. Paul and Detroit on AM 3.
- Reopened for receipt of additional evidence proceeding involving Thomas E. Gerdes, et al. (Orlando Airlines) applications to transfer a certificate and certain assets to Florida Airways (Dockets 2314 and 2360).
- Consolidated Pan American Airways' transatlantic mail rate case (Docket 1709) and FAA's Alaska mail rate case (Docket 1499) for hearing.
- Dismissed United Air Lines' application to parallel Mid Continent's route at applicant's request.
- Denied American Overseas Airlines' request to begin Gander-London nonstop service on Dec. 1.
- Denied Colonial Airlines' petition for reopening, reconsideration and reargument of, and for leave to intervene in, foreign air carrier permit applications of Linea Aeres TACA de Venezuela, Linea Aeropostal Venezolana and Aerovias Venezolanas in so far as the proceedings relate to service between Maiquetia, Venezuela, and Montreal via Havana and New York.

CAB SCHEDULE

Dec. 9 Exhibits due in Pan American Airways' Alaska mail rate case. (Docket 1499.)

Dec. 9 Hearing on investigation of Airlines Negotiating Conference agreements. (Docket 2705.)

Dec. 16 Hearing on Pan American Airways' Alaska mail rate case. (Docket 1499.)

Dec. 16 Hearing in Pan American Airways' Alaska rate case. (Docket 1796.)

Dec. 16. Hearing on foreign air carrier route application of Far Eastern Air Transport. (Docket 2570.)

Dec. 18 Oral argument on route consolidation applications of Braniff and Chicago & Southern. Postponed from Dec. 2. (Docket 1154 et al.)

Dec. 18 Oral argument on PAA-Panagra through flight agreement. (Docket 2423.)

Dec. 20 Exchange of exhibits in freight forwarder case. Postponed from Nov. 15. (Docket 681 et al.)

Jan. 6 Exchange of exhibits in Caribbean-Atlantic Airlines application for foreign routes. (Docket 2246.)

Jan. 8. Exchange of exhibits on Cia. Mexicana de Aviacion's foreign air carrier permit application. (Docket 1792.)

Jan. 13. Exchange of exhibits in TWA-Delta equipment interchange agreement. (Docket 2348.)

Jan. 15 Oral argument in Cincinnati-New York route case. Postponed from Dec. 9. (Docket 221 et al.)

Jan. 15 Hearing on Caribbean-Atlantic Airlines' application for foreign routes. (Docket 2246.)

Jan. 27 Hearing on Cia. Mexicana de Aviacion's foreign air carrier permit application. (Docket 1792.)

Feb. 3 Exchange of exhibits in case involving additional Florida area service. Postponed from Dec. 20. (Docket 1008 et al.)

Feb. 17. Hearing in freight forwarder case. Postponed from Jan. 10. (Docket 681 et al.)

Feb. 18 Hearing on TWA-Delta equipment interchange agreement. (Docket 2346.)

Mar. 10. Hearing in case involving additional Florida area service. Postponed from Jan. 20. (Docket 1008 et al.)

Foreign Airlines Order 36 DC-6s From Douglas

Orders by foreign airlines for the Douglas DC-6 mounted to 36 with announcement that six have been ordered by FAMA, Argentina, and three by Peruvian International Airways.

FAMA plans to use the planes between Buenos Aires and U. S. west and east coasts. Peruvian International will use them between Peru and other points in South America, the U. S. and Canada. Discussions now in progress at Lima contemplate a bilateral U. S.-Peruvian air agreement.

Contract arrangements for the Peruvian line's planes were made by its board chairman and president, Lt. Gen. Harold L. George, wartime chief of the Air Transport Command who resigned recently from the Army. George said the company would start operations with six DC-4s, which will be replaced eventually with additional DC-6s. FAMA deliveries are to start in October, 1947, and be completed in January, 1948.

Foreign orders for the DC-6 are nearly a fourth of the 151 total received thus far by Douglas Aircraft Co., Santa Monica, Cal.

Strebig Wins 1945 TWA Aviation Writers Prize

Winners in TWA's annual aviation writing and photographic contest and places their work appeared were announced last week.

Newspaper, open class—First prize, James J. Strebig, aviation editor, The Associated Press; second, Reginald Cleveland, New York Times, tied for third, Gene Dawson, Indianapolis News, Robert Mountsier, New York Sun, and Ned Artchison, Miami Herald.

Newspapers under 100,000—First, Albert I. Prince, Hartford (Conn.) Times; second, Nick Moser, Reading Eagle; third, Edgar Bauman, New York, free lance aviation columnist.

Magazines—First, John Paul Andrews, New York, Air News; second, Wayne Parrish, Liberty, tied for third, Fred Hamlin, Flying Magazine; Eric Bramley, American Aviation; Lucien Zacharoff, Air Trails.

Technical (a new division)—First, Arthur Harris, Aviation Maintenance and Operations; second, Oscar Leiding, Air Transport; third, Irving Stone, Aviation.

Photo—First, Howard Ballew, Los Angeles Herald Express; second, A. Aubrey Bodine, Baltimore Sun; third, Einar G. Chindmark, Hartford Times.

Cash and plaques are the prize awards, made on the basis of work done in 1945. Judges were T. P. Wright, Civil Aeronautics Administrator; Thor M. Smith, assistant to the publisher, San Francisco Call Bulletin; Rudy Arnold, New York, aviation photographer, and Paul E. Richter, TWA executive vice president.

AIR TRAVEL PIN:

United Air Lines is recognizing the 4,600 members of its 100,000 Mile Club, who have flown that distance on the commercial airlines, with gold lapel pins of the design shown above. About 30 members of the organization, which UAL Pres. W. A. Patterson founded in 1939, have logged 1,000,000 miles.

Plane vs. Steamer to Honolulu

With the recent slump in trans-Atlantic air travel, more than passing interest is attached to Pan American Airways system's daily service to Honolulu from both Los Angeles and San Francisco.

It means that by mid-1947 the California-Honolulu route should offer a positive demonstration of the degree to which passenger air commerce will intrude upon the business of a surface carrier.

By next spring Pan American should be fully into its operation of DC-4s on this route. Space for 35 passengers per flight will be available. On the basis of 14 round trips per week out of San Francisco and Los Angeles, this represents a potential business of 4,214 one-way fares per month.

This potential will be in effect while Matson Navigation Co. still is limited in service to the capacity of the Matsonia, now operating and averaging 560 passengers per one-way trip—a total of 2,240 one-way fares per month on the ship's schedule of two round trips monthly.

On this showing, Pan American will be offering monthly 1,974 seats above the current capacity of the surface carrier.

It is true that this condition will not persist.

By mid-year Matson should have back in service the liners Lurline and Mariposa. Operating with the Matsonia they will provide (on the basis of pre-war service) five round trips per month and potential space for 6,000 passengers a month.

At this time no great importance can be attached to the fact that Pan American is operating 4,214 seats per month on its Honolulu run against Matson's 2,240. Matson is booked solid into next March, and much of Pan American's Hawaiian business must be considered as surface carrier overflow rather than in the light of competitively generated business.

However, when Matson is able to offer accommodations for 6,000 passengers per month a true and interesting result of the ability of air transportation to capture surface trade on a competitive basis should be seen.

By next summer, or early fall, the California-Honolulu transport picture probably will show aviation groups offering a combined total of seats equal to or exceeding that offered by the steamship company. In the air in addition to Pan American will be United Air Lines and possibly a third scheduled carrier if CAB awards the new Los Angeles-Honolulu certificate now under consideration.

Should current air and steamship fares continue through next year competition will be on levels other than price structure. Pan American's present California-Honolulu fare is $224.25 one way and $402.50 round trip, including tax. Matson's steamship fares range from $132.25 to $258.75 one way with no discount for round trip.

Thus the California-Hawaii route promises to be an excellent laboratory for a definitive study of the extent to which air carriers can be expected to encroach upon a specialized segment of surface transportation. Both air transport and steam navigation are watching closely.

More News for Operators

AVIATION NEWS with this issue changes the name of its Private Flying section to Fixed Base Operations, and makes additional space available for more news in this field. From its beginning three years ago this publication has been the only news magazine in the field to devote an entire department to private flying and fixed base operations in every edition. We have always had faith in this vital phase of aviation.

Harry Meixell, executive director of National Aviation Trades Association, estimates that there are now some 4,000 enterprises in the category of aviation trades. The number, up until a few weeks ago at least, has been increasing. As in any other business, there will be some bankruptcies. But the fact remains that this important industry, representing the foundation of private aviation, can hardly be over-emphasized.

The improved and expanded department will carry the latest news, news interpretation and forecasts of vital interest to fixed base operations, with special emphasis on sales, service, instruction and airports. We pledge renewed support not only to individual operators, but associations such as the National Aviation Trades Association, Aeronautical Training Society, United Pilots and Mechanics Association, Aircraft Owners & Pilots Association, and the Personal Aircraft Council.

In reiterating its faith in grassroots aviation, the NEWS continues without sacrifice of space or attention its other departments of Transport, Special Air Services, Production, Finance, latest Headline News stories up front, and the two exclusive and well read Observer features.

Speedy Action by the Airlines

It was only a few months ago that the entire air transport industry, with a few minor exceptions, was charging full fares for children. The practice was beginning to draw fire from competing surface carriers in their national advertising, and grumbling from parents who had been enticed to the airlines from other transportation.

The situation has changed rapidly, however. Every domestic airline except Eastern and National has put half fares into effect, or has signified to CAB its intention to do so. This includes the new line, Southwest Airways. Although some industry opposition to the reductions was expressed a few weeks ago, the recent tapering off of passenger travel eases the seat shortage and should be instrumental in increasing family business if the individual lines and the Air Transport Association follow through with a proper promotion campaign.

The rapidity with which the air carriers have changed policy in this particular case is gratifying to every friend of aviation. It could not have been duplicated in any other field of transportation, and is another proof that despite increased public criticism the airlines have met, they are still flexible enough to decide upon and put into effect quickly important improvements for the public.

ROBERT H. WOOD

Units of the compass-controlled directional gyroscope system. Instruments in foreground are a remotely operated compass and a new-type small directional gyroscope. Mr. Lynch is pointing to a larger gyro-instrument now obsolete.

MORE FREEDOM IN FLIGHT

THESE three G-E aircraft-instrument engineers, Messrs. Savage, Lynch, and Princi, were prominent in the development of the new compass-controlled directional gyroscope shown in the foreground. This is the first directional gyro that functions as if it had universal freedom of motion. It is not disturbed by sharp dives, spins, rolls, or other acrobatics. Teamed with the compass it becomes part of an electric instrument system that gives an airplane sustained and accurate directional heading in autopiloted flights. The system is so designed that errors usually occurring when compass and gyro are separate are automatically corrected. However, both can work separately if necessary.

In a plane, the compass is located near the wing tips and is electrically connected with the gyro which is considerably smaller than earlier models, and weighs less than the one now in general use. Unaffected by the earth's rotation, it points a steady hand to the set course, and frees the pilot from another routine task. Other electric instruments are being constantly designed by General Electric—including those for jet-propelled planes. Our engineers tackled many "can't-be-done" tasks during the war years. They'll be glad to help you with yours in the years to come. *Apparatus Dept., General Electric Company, Schenectady 5, N. Y.*

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